

NORTHWEST MUNICIPAL CONFERENCE

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

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**Northwest Municipal Conference
Transportation Committee
Thursday, October 26, 2017**

8:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700 Des Plaines

AGENDA

- I. Call to Order**
- II. Approval of September 28, 2017 Meeting Minutes (Attachment A)**
Action requested: Approval of minutes
- III. Metra 2018 Budget (Attachment B)**
Rick Mack, Community Affairs Director for Metra, will discuss the agency’s proposed 2018 budget, including possible fare hikes and service cuts.
Action requested: Informational
- IV. Pace 2018 Budget**
Steve Andrews, Community Relations Representative for Pace, will discuss the agency’s proposed 2018 budget, including potential fare increases.
Action requested: Informational
- V. IDOT 2018 Highway Improvement Program**
Tavis Farmer, IDOT Area Programmer, will present IDOT’s 2018 Highway Improvement Program highlights for our area and discuss the impact on a \$300 million reduction in funding statewide in the coming year.
Action Requested: Informational
- VI. Surface Transportation Program (STP) Programming Update**
On October 11, the Policy Committee approved changes to the distribution and programming of STP funding in the region. Staff will discuss the short term and long term impacts.
Action Requested: Discussion
- VII. Bicycle and Pedestrian Committee Update (Attachment C)**
Staff will update the committee on the previous Bicycle and Pedestrian Committee meeting, including CMAP’s approval of a Local Technical Assistance (LTA) grant to update the 2010 NWMC Bike Plan to a multimodal plan as well as Ride Illinois’ discussions with IDOT on including bicycle improvements in resurfacing projects.
Action requested: Informational
- VIII. CMAP Update**
An update on relevant activities from CMAP’s committees will be provided.
Action requested: Informational

IX. Agency Reports

X. Other Business

XI. Next Meeting

The next meeting is scheduled for November 30, 2017 at 8:30 a.m. at NWMC offices.

XII. Adjourn

**TRANSPORTATION COMMITTEE
MEETING MINUTES
Thursday, September 28, 2017
8:30 a.m.
NWMC Offices
1600 E. Golf Road, Suite 0700
Des Plaines, IL**

Members Present:

Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
Bob Benton, Trustee, Village of Deerfield
Jeff Berman, Trustee, Village of Buffalo Grove
Jeff Brady, Village Engineer, Village of Glenview
Sean Dorsey, Director of Public Works, Village of Mount Prospect
Matt Farmer, Village Engineer, Village of Northbrook
Tim Frenzer, Village Manager, Village of Wilmette
Joe Gallo, Alderman, City of Rolling Meadows
Bob Israel, Trustee, Village of Northbrook
Maria Lasday, Village Manager, Village of Bannockburn
Anne Marrin, Village Administrator, Village of Fox Lake
Matt Roan, Deputy Village Manager, Elk Grove Village
Greg Summers, Director of Development Services, Village of Barrington

Others Present:

Steve Andrews, Pace
Lou Arrigoni, Trotter and Associates
Mark Fowler, NWMC
Jane Grover, CMAP
Tim Grzesiakowski, TMA of Lake-Cook
Dan Jedrzejak, Chastain and Associates
Katie Knapp, City of Evanston (via phone)
Heidy Persaud, CMAP
Brian Pigeon, NWMC
Karyn Robles, Village of Schaumburg
Mike Walczak, NWMC

I. Call to Order

Co-Chair McLeod called the meeting to order at 8:30 a.m. and had those present provide introductions.

II. Approval of May 25, 2017 Meeting Minutes

On a motion made by Trustee Israel, seconded by Mr. Summers, the committee voted to approve the May 25, 2017 meeting minutes.

III. 2017 – 2018 Committee Meeting Dates

Mr. Walczak presented the proposed meeting dates for 2017-2018, noting that the November meeting will be on the fifth Thursday and the December meeting on the third Thursday.

IV. 2017-2018 Committee Membership

Mr. Walczak presented the committee membership for 2017-2018, noting that the committee has grown to 20 members.

V. Transportation Committee Topics for 2017-2018

Mr. Walczak and Mr. Pigeon discussed potential topics for the committee's agenda in the coming years. These included specific projects from agencies such as the Illinois Tollway and Pace as well as other policy or funding issues including the state budget impact on transportation funding. Ms. Lasday noted the difficulties of funding transit from train stations in Lake County. She and Mr. Grzesiakowski discussed ongoing efforts of the municipalities, the TMA and Pace. Trustee Israel and other committee members encouraged outreach from IDOT on the impact of the state budget on their upcoming programs. Mr. Andrews discussed Pace's projects and noted that he has handouts on the North Shore Coordination Plan, which is currently soliciting feedback, with a draft plan due by the end of this year. Ms. Grover summarized CMAP's outreach efforts this year on On To 2050 development and thanked the committee for their input. She noted that CMAP has a plan preview out now and is already drafting parts of the final plan. Trustee Gallo expressed an interest in learning more about the municipal impacts of innovative transportation including driverless cars. Mr. Walczak encouraged committee members to contact NWMC staff if they have other ideas or projects to recommend.

VI. Surface Transportation Program Programming and Distribution Update

Mr. Walczak provided an update on CMAP's efforts to update the STP distribution formula in the region as well as NWMC's continuing concerns on elements of the new system. These concerns include requiring a supermajority vote for the shared fund project selection committee and a set timeframe for a review of the new system. They were included in a letter to the Council of Mayors Executive Committee meeting, but not incorporated into the next draft. Staff is recommending continuing their efforts to include the concerns, including through additional outreach to CMAP and the Council of Mayors Chair Mayor Jeff Schielke.

President McLeod noted that municipalities that have taken better care of their system seem to be receiving less funding. Ms. Marrin asked if this would change the federal/local funding splits each council uses. Mr. Walczak responded that each council would still have discretion to set their own splits and determine which phases they fund.

On a motion by Mr. Frenzer, seconded by Trustee Israel, the committee approved the recommended strategy.

VII. CMAP Update

No additional report.

VIII. Agency Reports

Mr. Andrews announced that in October Pace will propose a 0.25 cent fare increase on all rides in its 2018 budget to offset a \$2.3 million deficit caused by state budget cuts. Trustee Israel asked if Pace has been researching competition from ridesharing services. Mr. Andrews responded that they have, but they view ridesharing as more complementary to transit rather than a competitor in Pace's market.

Mr. Grzesiakowski announced the TMA of Lake Cook Fall Meeting will be held on October 6, with speakers including US Representative Brad Schneider and Pace Executive Director TJ Ross.

Mr. Walczak noted that Metra has named James Derwinski as the agency's Executive Director. He also gave an update from RTA on the impact of the state budget on its distribution of funds to the service

boards, noting that the amount is reduced, but new provisions allow for easier cash flow from the state to the agency.

IX. Other Business

Ms. Lasday announced that the Village of Bannockburn is hosting a freight rail symposium on October 11. Mr. Walczak said that the information will be sent out in the NWMC Weekly Briefing.

X. Next Meeting

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

XI. Adjournment

On a motion by Trustee Israel, seconded by Mr. Frenzer, the committee unanimously voted to adjourn the meeting at 9:25 a.m.

METRA'S PROPOSED 2018 BUDGET

Metra has an unsustainable economic model and faces the worst financial crisis in its 33-year history. In addition to a chronic lack of adequate funding for capital assets, such as rolling stock and infrastructure, Metra is now faced with decreased funding for operations.

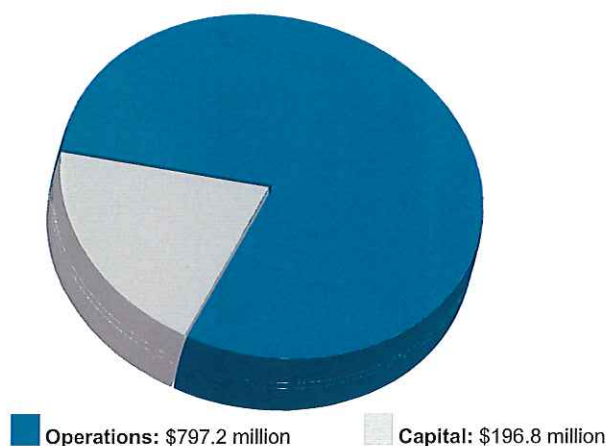
Metra's combined capital and operating budget for 2018 is \$994 million, down from \$1.06 billion in 2017.

For 2018, Metra is facing a \$45 million operating budget gap. Of this \$45 million gap, \$13 million is the direct result of a cut in the state subsidy for public transportation and the implementation of a 2 percent surcharge on all local taxes collected by the state. Another \$2 million is attributable to lower-than-projected sales tax collections. Due to prior year funding projections, Metra had counted upon funding available for operations rising by \$10 million in 2018; instead it will fall by \$15 million, a \$25 million negative change in expected funding.

The remaining \$30 million of the 2018 funding gap is for increased labor and benefit costs (\$23 million) as well as inflationary growth in materials and the implementation of Positive Train Control (PTC) (\$7 million).

If the projections for Metra's funding had not changed, it would have had only that \$30 million growth in expenses to cover and would have had an additional \$10 million in funding to help. The remaining \$20 million deficit could have been handled with efficiencies and perhaps a small revenue action. However, the funding projection decreased

2018 FUNDING DISTRIBUTION TOTAL \$994 MILLION



by \$25 million, turning that \$20 million deficit into a \$45 million deficit and requiring much more energetic actions to balance the 2018 budget.

CLOSING THE GAP

Metra is addressing its \$45 million operating budget shortfall in 2018 through cost and service reductions (\$14 million); deferral of capital spending (\$12 million); along with a revenue increase (\$17 million) and a combination of other revenues and other funding (\$2 million). Metra understands fare increases are difficult, but they are necessary when it is statutorily required to maintain a balanced operating budget. Metra must also stress that deferral of capital expenditures is also not a sustainable practice.

It is important to note that Metra has met or exceeded the financial objectives it had set for itself in 2017. Revenues are above budget and cost is below budget. To achieve a balanced budget in the face of such a serious decline in funding, Metra is reducing expenses where it can.

Yet, the reality is that cuts can only take Metra so far. Metra, like other railroads, is a highly regulated, capital-intensive and people-intensive entity. Railroads have a very high fixed-cost structure and require more annual capital

reinvestment than any other industry to maintain rolling stock and infrastructure – more than utilities or chemical and refining industries. A railroad and its employees are also subject to a strict set of rules governing operations, maintenance and safety that are embedded in federal regulation. Constant training and continuing education for employees are mandatory. Federal mandates, especially the implementation of PTC, have also required that Metra hire additional people.

Without adequate, steady and continuing sources of funding for operations and capital that are indexed to inflation, Metra is facing a very challenging financial future. Metra's needs include a state capital funding program that will provide it with a reliable source of funds for local match and other projects. Absent increased state funding for both operating and capital costs, Metra will need to continue on the path of cost-cutting, service adjustments and revenue increases. The current situation is unsustainable, and threatens the future viability of the important service Metra provides.

OPERATIONS FUNDING

	2018 Budget	Growth	2019 Plan	Growth	2020 Plan
Revenues:					
Passenger Revenue	\$374.7	6.6%	\$399.3	3.9%	\$415.0
Reduced Fare Subsidy	3.1	0.0%	3.1	0.0%	3.1
Capital Credits, Leases, etc.	33.3	4.5%	34.8	2.9%	35.8
Total Revenues	\$411.1	6.3%	\$437.2	3.8%	\$453.9
Operating Expenses					
Transportation	265.7	3.4%	274.8	3.4%	284.2
Maintenance of Way	154.2	3.4%	159.4	3.4%	164.8
Maintenance of Equipment	185.0	3.4%	191.3	3.4%	197.8
Subtotal - Operations	\$604.9	3.4%	\$625.5	3.4%	\$646.8
Administration	108.3	3.4%	112.0	3.4%	115.8
Diesel Fuel	49.8	3.0%	51.3	3.9%	53.3
Metra Electric Line Electricity	4.9	4.1%	5.1	3.9%	5.3
Claims & Insurance	14.0	3.6%	14.5	3.4%	15.0
Downtown Stations	15.3	3.3%	15.8	3.8%	16.4
Total Operating Expenses	\$797.2	3.4%	\$824.2	3.4%	\$852.6
Total Funded Deficit	\$386.1	0.2%	\$387.0	3.0%	\$398.7
Metra Sales Taxes	404.9	3.1%	417.6	2.8%	429.3
Add: ICE Funding for Operations	0.0		0.0		0.0
Add: Security Grant	1.5		1.5		1.5
Funds Available for Operating	\$406.4	3.1%	\$419.1	2.8%	\$430.8
Capital Fare Funding	(20.3)	58.1%	(32.1)	0.0%	(32.1)
Total Funds Available for Operating	\$386.1	0.2%	\$387.0	3.0%	\$398.7
Excess / (Shortfall) of Funds	0.0		0.0		0.0
Recovery Ratio	54.7%		56.2%		56.3%
Recovery Ratio Additions	\$2.1		\$2.1		\$2.1
Recovery Ratio Exclusions	\$42.0		\$42.5		\$43.0

2018 BUDGET SUMMARY AND 2019-2020 FINANCIAL PLAN

(\$ in millions)

OPERATIONS FUNDING

Metra's operating budget pays for our day-to-day operating costs. It is comprised of roughly half fare revenue and half government funding. The bulk of this government funding is provided through the RTA sales tax imposed in the six-county northeast Illinois region and a state match to these taxes. Metra's budget, by law, must be balanced each year.

PROPOSED 2018-2022 CAPITAL PROGRAM CORE PROGRAM

(\$ in thousands)

CAPITAL FUNDING

Metra's capital budget, which pays for infrastructure and rolling stock rehabilitation and replacement, is mostly funded with federal, state and local grants. Our needs far exceed the level of funding presently available from those traditional sources.

Description	2018	2019 - 2022	Total
Rolling Stock	71,782	531,376	603,158
Track & Structure	39,615	135,507	175,122
Signal, Electrical & Communications	39,702	100,000	139,702
Facilities & Equipment	24,360	67,020	91,380
Stations & Parking	5,500	57,132	62,632
Support Activities	15,909	69,915	85,824
Grand Total	\$196,869	\$960,950	\$1,157,819

*May Not Total Due to Rounding

Part of the problem on the capital side is that the state has not approved a new bond program for infrastructure since 2009. In addition, the state reduced by \$265 million the allotment Metra expected to receive from that 2009 program.

Because available capital funds are falling so short, Metra has been raising fares in recent years, not for operations, but to fund our capital needs. The increased capital funding from fares has helped, but it has not even come close to covering the funding gap. Metra needs to invest \$1.2 billion a year to achieve and maintain a state of good repair on its system. Metra's 2017 capital program budget was \$279.5 million and for 2018, our capital program falls even further behind at \$196.8 million.

METRA'S PROPOSED 2018 ADULT FARE SCHEDULE

Zone	Ticket	A	B	C	D	E	F	G	H	I	J	K	M
A	Monthly	\$116.00											
	Ten-Ride	38.00											
	One-Way	4.00											
B	Monthly	123.25	\$116.00							Weekend: \$10.00 Onboard Surcharge: \$5.00			
	Ten-Ride	40.50	38.00										
	One-Way	4.25	4.00										
C	Monthly	159.50	123.25	\$116.00									
	Ten-Ride	52.25	40.50	38.00									
	One-Way	5.50	4.25	4.00									
D	Monthly	181.25	159.50	123.25	\$116.00								
	Ten-Ride	59.50	52.25	40.50	38.00								
	One-Way	6.25	5.50	4.25	4.00								
E	Monthly	195.75	181.25	159.50	123.25	\$116.00							
	Ten-Ride	64.25	59.50	52.25	40.50	38.00							
	One-Way	6.75	6.25	5.50	4.25	4.00							
F	Monthly	210.25	195.75	181.25	159.50	123.25	\$116.00						
	Ten-Ride	69.00	64.25	59.50	52.25	40.50	38.00						
	One-Way	7.25	6.75	6.25	5.50	4.25	4.00						
G	Monthly	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00					
	Ten-Ride	73.75	69.00	64.25	59.50	52.25	40.50	38.00					
	One-Way	7.75	7.25	6.75	6.25	5.50	4.25	4.00					
H	Monthly	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00				
	Ten-Ride	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00				
	One-Way	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00				
I	Monthly	261.00	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00			
	Ten-Ride	85.50	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00			
	One-Way	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00			
J	Monthly	275.50	261.00	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00		
	Ten-Ride	90.25	85.50	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00		
	One-Way	9.50	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00		
K	Monthly	290.00	275.50	261.00	239.25	224.75	210.25	195.75	181.25	159.50	123.25	\$116.00	
	Ten-Ride	95.00	90.25	85.50	78.50	73.75	69.00	64.25	59.50	52.25	40.50	38.00	
	One-Way	10.00	9.50	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.25	4.00	
M	Monthly	319.00	304.50	290.00	275.50	261.00	239.25	224.75	210.25	195.75	181.25	159.50	\$116.00
	Ten-Ride	104.50	99.75	95.00	90.25	85.50	78.50	73.75	69.00	64.25	59.50	52.25	38.00
	One-Way	11.00	10.50	10.00	9.50	9.00	8.25	7.75	7.25	6.75	6.25	5.50	4.00

METRA'S PROPOSED 2018 SPECIAL USER FARE SCHEDULE

Zone	Ticket	A	B	C	D	E	F	G	H	I	J	K	M
A	Monthly	\$70.00											
	Ten-Ride	19.00											
	One-Way	2.00											
B	Monthly	70.00	\$70.00										
	Ten-Ride	19.00	19.00										
	One-Way	2.00	2.00										
C	Monthly	96.25	70.00	\$70.00									
	Ten-Ride	26.25	19.00	19.00									
	One-Way	2.75	2.00	2.00									
D	Monthly	105.00	96.25	70.00	\$70.00								
	Ten-Ride	28.50	26.25	19.00	19.00								
	One-Way	3.00	2.75	2.00	2.00								
E	Monthly	113.75	105.00	96.25	70.00	\$70.00							
	Ten-Ride	31.00	28.50	26.25	19.00	19.00							
	One-Way	3.25	3.00	2.75	2.00	2.00							
F	Monthly	122.50	113.75	105.00	96.25	70.00	\$70.00						
	Ten-Ride	33.25	31.00	28.50	26.25	19.00	19.00						
	One-Way	3.50	3.25	3.00	2.75	2.00	2.00						
G	Monthly	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00					
	Ten-Ride	35.75	33.25	31.00	28.50	26.25	19.00	19.00					
	One-Way	3.75	3.50	3.25	3.00	2.75	2.00	2.00					
H	Monthly	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00				
	Ten-Ride	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00				
	One-Way	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00				
I	Monthly	157.50	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00			
	Ten-Ride	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00			
	One-Way	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00			
J	Monthly	166.25	157.50	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00		
	Ten-Ride	45.25	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00		
	One-Way	4.75	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00		
K	Monthly	175.00	166.25	157.50	140.00	131.25	122.50	113.75	105.00	96.25	70.00	\$70.00	
	Ten-Ride	47.50	45.25	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00	19.00	
	One-Way	5.00	4.75	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00	2.00	
M	Monthly	192.50	183.75	175.00	166.25	157.50	140.00	131.25	122.50	113.75	105.00	96.25	\$70.00
	Ten-Ride	52.25	50.00	47.50	45.25	42.75	38.00	35.75	33.25	31.00	28.50	26.25	19.00
	One-Way	5.50	5.25	5.00	4.75	4.50	4.00	3.75	3.50	3.25	3.00	2.75	2.00

METRA 2018 PROPOSED SERVICE CHANGES

Service revisions are proposed for 2018 to help Metra bridge a projected shortfall in funding for operations. These actions will mark the first time in Metra's history that it has moved to contain costs by reducing train service.

With these service changes/reductions, Metra is expected to reduce operating costs by \$3 million in 2018. Train runs proposed for elimination or reduced service were targeted due to lower-than-optimal ridership. Schedules on other trains will be adjusted to bridge gaps in service.

The service changes proposed in the 2018 budget are as follows:

SouthWest Service

- Weekday **Train 815**, which departs Chicago Union Station at 12:35 p.m., will no longer terminate at Manhattan, but will instead terminate at 179th Street in Orland Park.
- Weekday **Train 830**, which arrives at Union Station at 3:48 p.m., will no longer originate from Manhattan, but will instead originate from 179th Street.

North Central Service

- Weekday **Train 106**, which arrives at Union Station at 8:04 a.m., will be eliminated.
- Weekday **Train 108** will now arrive at Union Station at 8:12 a.m. (previous arrival time 8:11 a.m.), and will make all stops except for Rosemont, Schiller Park and Franklin Park, with the extra stops added to accommodate passengers who previously took **Train 106**.
- Weekday **Train 111**, which departs Union Station at 4:58 p.m., will be eliminated.
- Weekday **Train 113** will depart Union Station at 5:01 p.m. and will make all stops except for Rosemont, Schiller Park and Franklin Park, arriving at 6:38 p.m. (previous arrival time 6:27 p.m.) in Antioch. Additional stops will be made to accommodate passengers who previously took **Train 111**.

Rock Island Line

- **Train 622** (arrives at LaSalle Street Station at 6:44 p.m.) will be eliminated.
- **Train 424** (currently arrives at LaSalle Street at 6:28 p.m.) will now make all stops from Joliet to LaSalle Street via the Beverly Branch to accommodate Beverly Branch passengers who previously took **Train 622**, arriving at LaSalle Street at 6:45 p.m.
- **Train 526** (arrives at LaSalle Street at 7:42 p.m.) will be eliminated.
- **Train 532** (arrives at LaSalle Street at 11:50 p.m.) will be eliminated.
- **Train 533** (departs LaSalle Street at 12:30 a.m.) will be eliminated.
- A new inbound Rock Island Line weekday train will depart from Joliet at 8:30 p.m. and make all stops to Blue Island Vermont Street and express to Gresham and 35th Street, arriving at LaSalle Street at 9:38 p.m.
- **Train 527** (currently departs LaSalle Street at 8:45 p.m.) will depart at 9:15 p.m.
- **Train 529** (currently departs LaSalle Street at 9:45 p.m.) will depart at 10:30 p.m.
- **Train 531** (currently departs LaSalle Street at 11:15 p.m.) will depart at 11:45 p.m.

Milwaukee District North Line

- Saturday **Train 2606** (arrives at Union Station at 11:10 a.m.) will be eliminated.
- Saturday **Train 2610** (arrives at Union Station at 1:10 p.m.) will be eliminated.
- Saturday **Train 2609** (departs Union Station at 1:45 p.m.) will be eliminated.
- Saturday **Train 2613** (departs Union Station at 3:45 p.m.) will be eliminated.
- Sunday **Train 2606** (arrives at Union Station at 11:10 a.m.) will be eliminated.
- Sunday **Train 2619** (departs Union Station at 5:35 p.m.) will be eliminated.

PROPOSED SERVICE REDUCTIONS

Weekday Service

Weekday trains being reviews for possible service adjustments:

- **North Central Service**
- Combine two semi-express trains to create a single local train for the inbound and outbound.
 - Train #106 (arrives CUS at 8:04 a.m.) and train #111 (departs CUS at 4:58 p.m.) will be eliminated.
 - Train #108 will make all stops previously served by train #106
 - Train #113 will make all stops previously served by train #111

Current Inbound

Antioch to Chicago	100	102	104	106	108	110
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Antioch	5:20	5:55	6:08		6:45	6:49
Lake Villa	5:26	6:00	6:14	6:44	---	6:55
Round Lake Beach	5:30	6:04	6:18	---	6:55	6:59
Grayslake	5:33	6:07	6:21	6:50	---	7:02
Prairie Crossing.	5:38	6:12	6:26	---	7:02	7:07
Mundelein	5:44	6:18	6:32	6:59	---	7:13
Vernon Hills	5:50	6:24	6:38	---	7:12	7:19
Prairie View	5:53	6:27	6:41	7:06	---	7:22
Buffalo Grove	5:57	6:32	6:46	---	7:18	7:27
Wheeling	6:01	6:36	6:50	7:13	---	7:32
Prospect Hts	6:06	6:41	6:55	---	7:26	7:37
O'Hare Transfer	6:17	6:53	7:07	7:30	7:38	7:48
Rosemont	6:20	---	7:10	---	---	7:51
Schiller Park	6:23	---	7:13	---	---	7:54
Franklin Pk	6:27	---	7:17	---	---	7:58
River Grove	6:32	7:02	---	7:38	---	8:04
Western Ave	6:44	7:14	7:34	7:51	7:58	8:15
Chicago Union Station	6:55	7:25	7:47	8:04	8:11	8:28

Proposed Inbound

Antioch to Chicago	100	102	104	NEW	110
	a.m.	a.m.	a.m.	a.m.	a.m.
Antioch	5:20	5:55	6:08	6:39	6:49
Lake Villa	5:26	6:00	6:14	6:45	6:55
Round Lake Beach	5:30	6:04	6:18	6:49	6:59
Grayslake	5:33	6:07	6:21	6:52	7:02
Prairie Crossing.	5:38	6:12	6:26	6:57	7:07
Mundelein	5:44	6:18	6:32	7:03	7:13
Vernon Hills	5:50	6:24	6:38	7:09	7:19
Prairie View	5:53	6:27	6:41	7:12	7:22
Buffalo Grove	5:57	6:32	6:46	7:17	7:27
Wheeling	6:01	6:36	6:50	7:22	7:32
Prospect Hts	6:06	6:41	6:55	7:26	7:37
O'Hare Transfer	6:17	6:53	7:07	7:38	7:48
Rosemont	6:20	---	7:10	---	7:51
Schiller Park	6:23	---	7:13	---	7:54
Franklin Pk	6:27	---	7:17	---	7:58
River Grove	6:32	7:02	---	7:47	8:04
Western Ave	6:44	7:14	7:34	7:58	8:15
Chicago Union Station	6:55	7:25	7:47	8:12	8:28

On-Time Performance

- September posted an on-time performance rate of 95.2 percent.
- Metra has exceeded its on-time performance goal of 95 percent for 31 consecutive months.

Modernization Plan

- In the past 3 years Metra has rehabbed about 115 cars and 25 locomotives.
- Expansion of the rehab facility is planned.
- Currently, there are 850 cars and 149 engines still needing rehab.

Peer One-Way Fares in Selected Zones

Peer Railroads	Zone Pair-Distance			
	A-C	A-E	A-G	A-I
	10-15 miles	20-25 miles	30-35 miles	40-45 miles
LIRR	\$10.25	\$12.69	\$14.50	\$17.80
MNR	\$9.91	\$12.25	\$14.00	\$16.75
NJT	\$6.62	\$9.71	\$13.88	\$15.63
SEPTA	\$5.73	\$6.41	\$7.38	---
MBTA	\$7.07	\$9.28	\$10.44	\$11.50
Proposed Metra: \$0.25	\$5.50	\$6.75	\$7.75	\$9.00

Peer Monthly Fares in Selected Zones

Peer Railroads	Zone Pair-Distance			
	A-C	A-E	A-G	A-I
	10-15 miles	20-25 miles	30-35 miles	40-45 miles
LIRR	\$225	\$278	\$318	\$375
MNR	\$220	\$268	\$311	\$369
NJT	\$187	\$287	\$393	\$448
SEPTA	\$163	\$190	\$204	---
MBTA	\$229	\$293	\$334	\$363
Proposed Metra: \$0.25	\$159.50	\$195.75	\$224.75	\$261.00



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606
312-454-0400
www.cmap.illinois.gov

October 12, 2017

Via e-mail: mwalczak@nwmc-cog.org

Mike Walczak
Transportation Director
Northwest Municipal Conference
1616 E. Golf Road
Des Plaines, Illinois 60016

Dear Mr. Walczak:

Thank you for your recent application to the Local Technical Assistance (LTA) program on behalf of the Northwest Municipal Conference. I am pleased to inform you that your application for assistance with a Multimodal Transportation Plan has been successful.

A member of our staff will be contacting you soon to discuss the next steps in launching this planning process. The agency will be publicizing the program recipients next week and you are welcome to share the press release and/or contact us if you would like to issue a press release jointly. Please contact Melissa Silverberg at 312-386-8641 or msilverberg@cmap.illinois.gov for more information. We look forward to meeting with you to begin setting a scope, strategy, and timeline for this collaboration.

Congratulations on submitting a successful project!

Sincerely,

Joseph C. Szabo
Executive Director

BD:JCS/stk

Board Members

Gerald Bennett, Chair
Rita Athas
Frank Beal
Matthew Brolley
Franco Coladipietro
Janel Forde
Elliott Hartstein
Al Larson
Andrew Madigan
John Noak
Martin Oberman
Rick Reinbold
Carolyn Schofield
Peter Silvestri
Matthew Walsh

Non-voting Members

Sean McCarthy
Leanne Redden
Justine Sydello

Executive Director

Joseph C. Szabo