

KENDALL EXTENSION STUDY

Welcome to the Virtual Public Meeting

**March 10, 2021
5 p.m. to 7 p.m.**

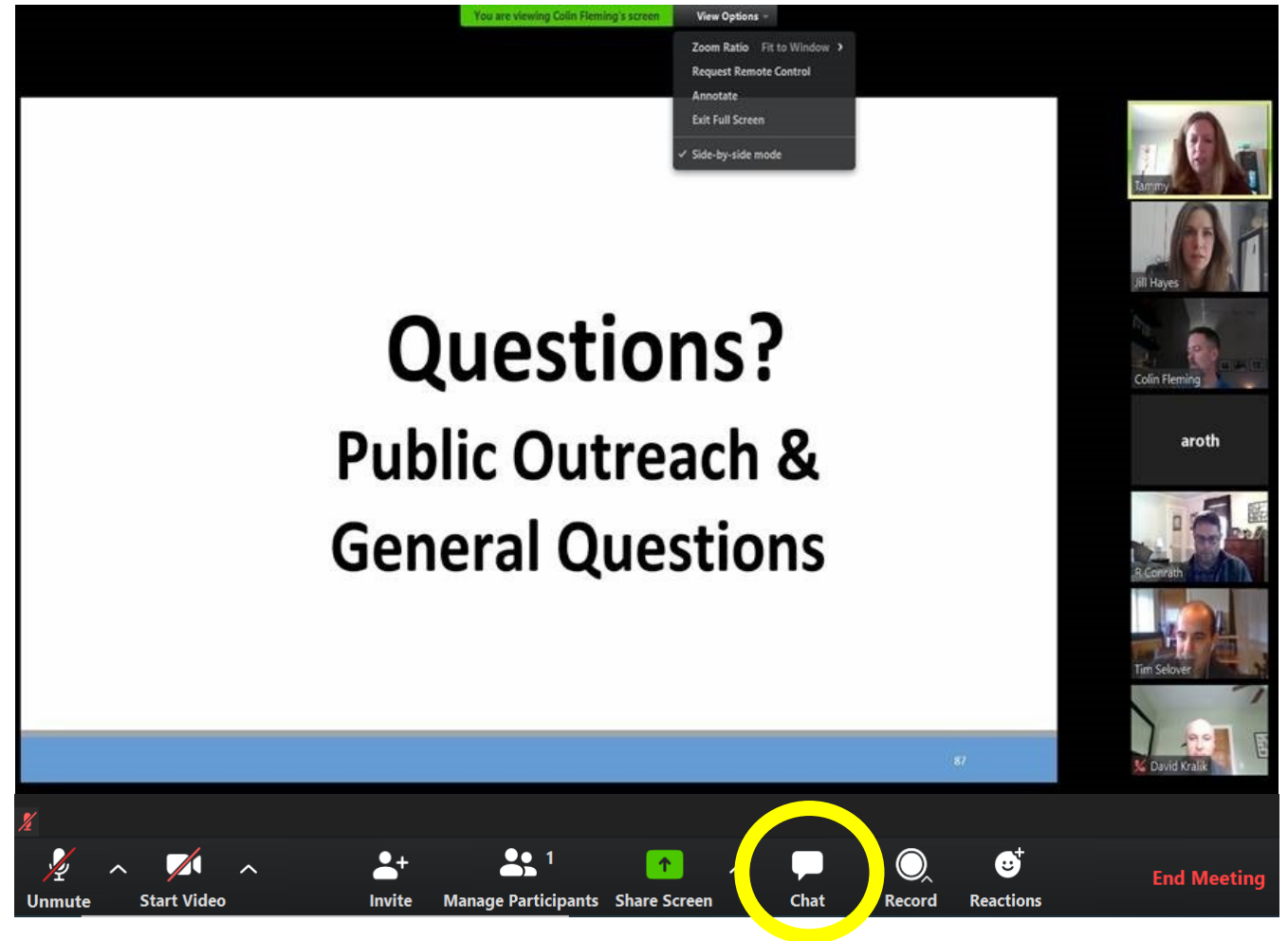
Introductions

- **Municipalities & County**
 - Montgomery
 - Oswego
 - Plano
 - Sandwich
 - Yorkville
 - Kendall County
- **Metra**
- **Consultant Teams**
 - Benesch
 - WSP



Zoom

- To control background noise, all participants have been muted
- If you wish to ask a question you will be using the chat feature found at the bottom of the screen.
- If the presentation is hidden by the speakers, please click view options on the top bar and select side-by-side mode.





**STUDY
OVERVIEW**



**CHALLENGES &
CONSIDERATIONS**



ALTERNATIVES



KEY ELEMENTS



SCHEDULE

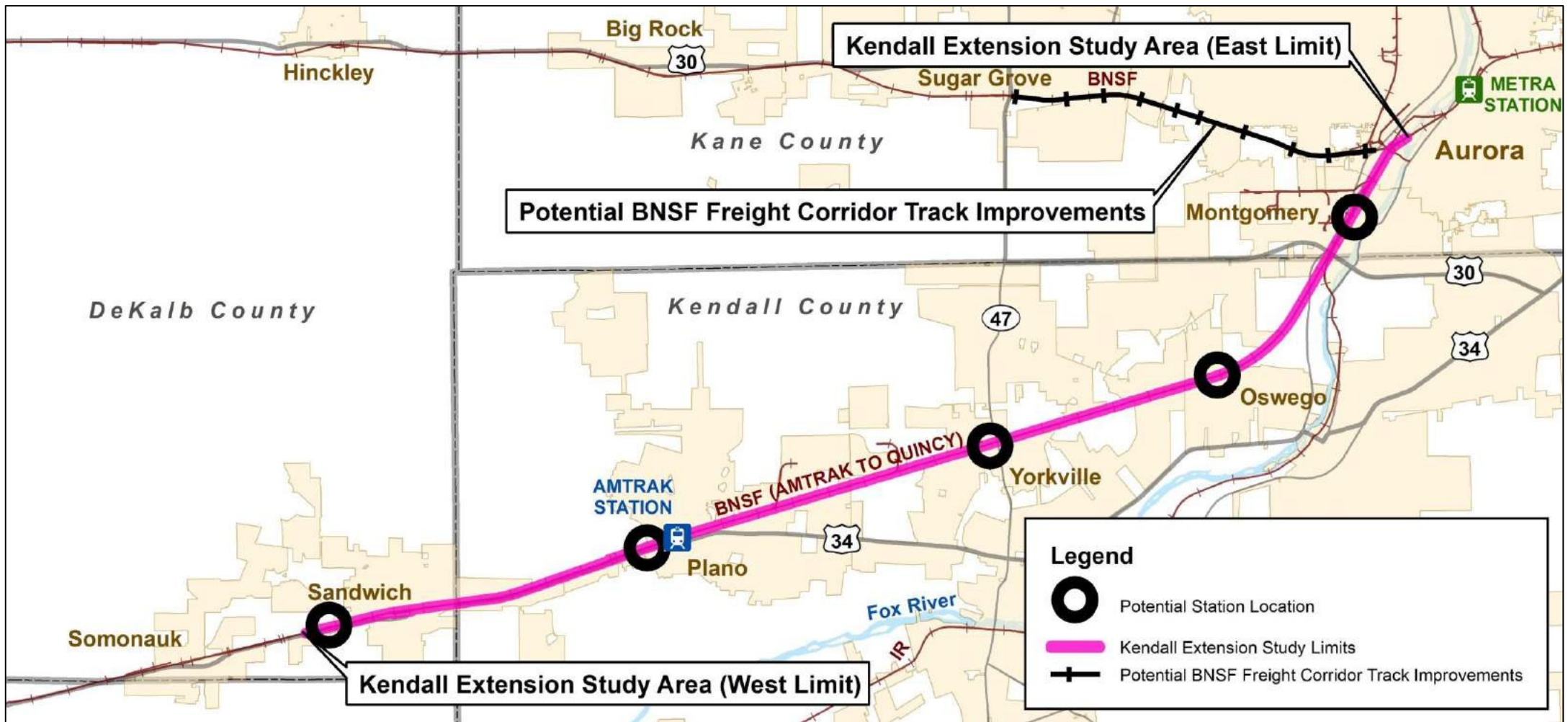


**BREAKOUT ROOMS
Q&A**

Today's Presentation

STUDY OVERVIEW





Study Area Map

CHALLENGES & CONSIDERATIONS



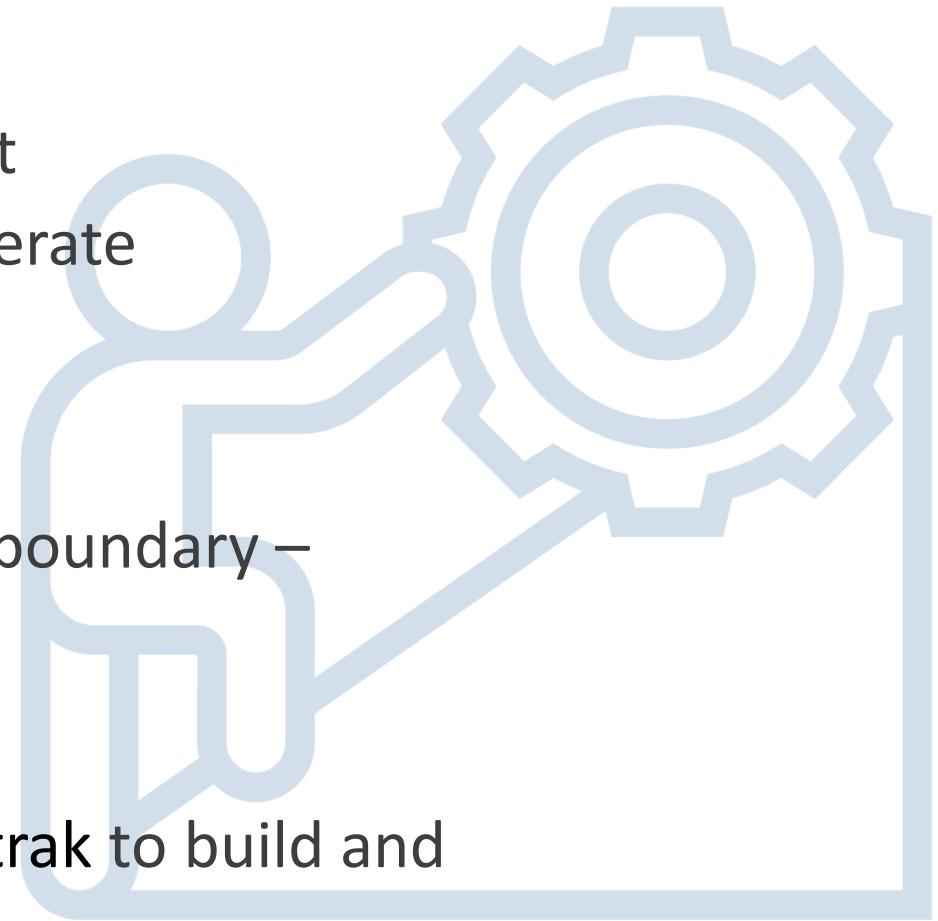
Challenges and Considerations

Financial

- Additional capital funding needed to build project
- New sustainable operating funding needed to operate project

Institutional

- Outside Regional Transportation Authority (RTA) boundary – project needs to benefit RTA region
- Approval needed from RTA and Metra
- May require state and/or local legislative action
- Agreement(s) needed with BNSF, Metra, and Amtrak to build and operate



ALTERNATIVES





Alternatives

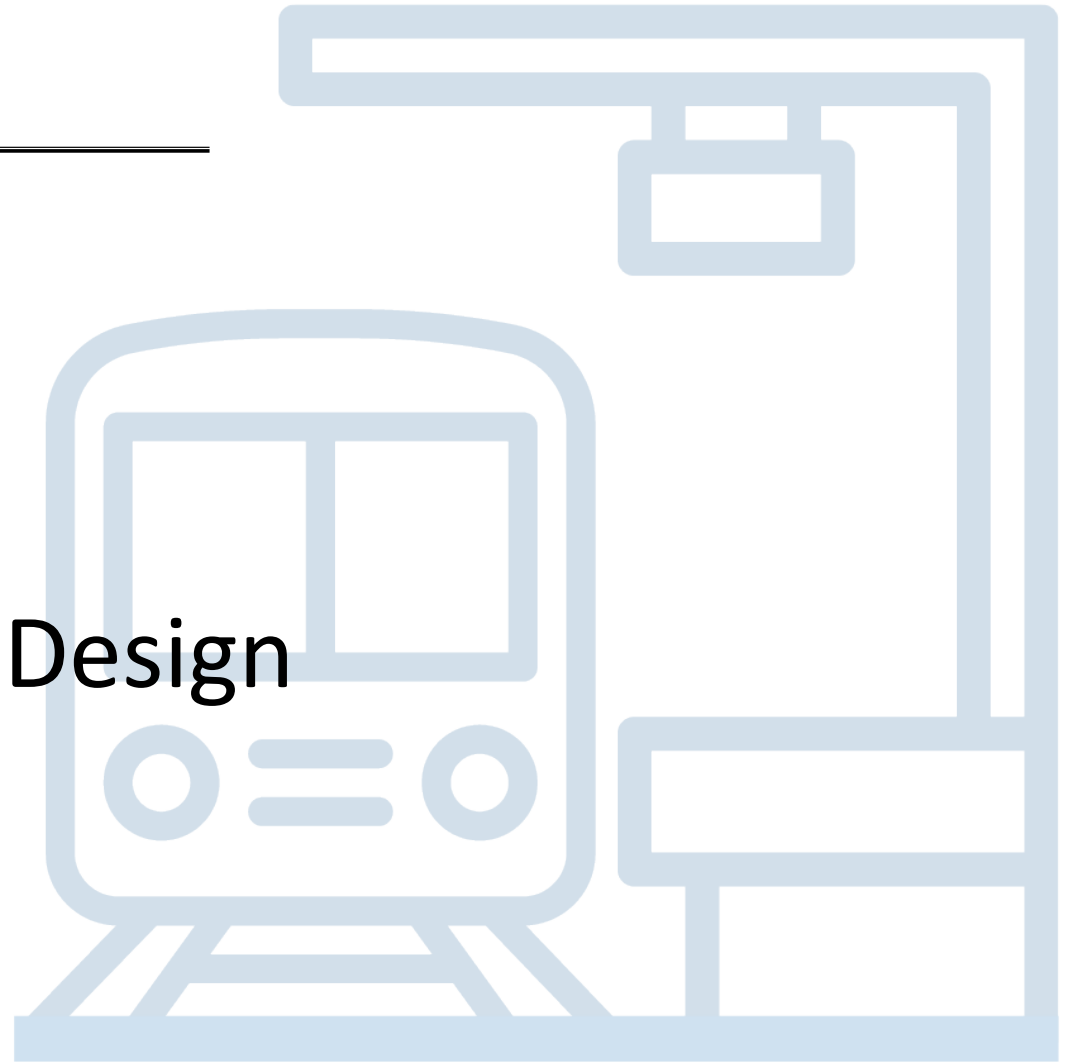
Alternative	Two (2) Round Trip Trains per Weekday	Four (4) Round Trip Trains per Weekday	Six (6) Round Trip Trains per Weekday
Extend Train Service to Montgomery, Oswego & Yorkville (Y)	2Y	4Y	6Y
Extend Train Service to Montgomery, Oswego, Yorkville & Plano (P)	2P	4P	6P
Extend Train Service to Montgomery, Oswego, Yorkville, Plano & Sandwich (S)	2S	4S	6S

KEY ELEMENTS



Key Elements

- Environmental Report
- Ridership Analysis
- Railroad Infrastructure
- Conceptual Station & Yard Design
- Costs & Funding



Ridership Analysis

- Federal Transit Administration (FTA) approved model
- Simulation models that replicate individuals' travel patterns
- Considers where potential riders live and work



To learn more about Ridership, please join Breakout Room # 1

Environmental Report

Summary of Key Potential Impacts Traffic

- Extension to Yorkville Alternative will result in no crossing closures
- Extension to Plano Alternative will result in crossing closure at Ben Street

Minor Construction Impacts on Local Communities and Businesses:

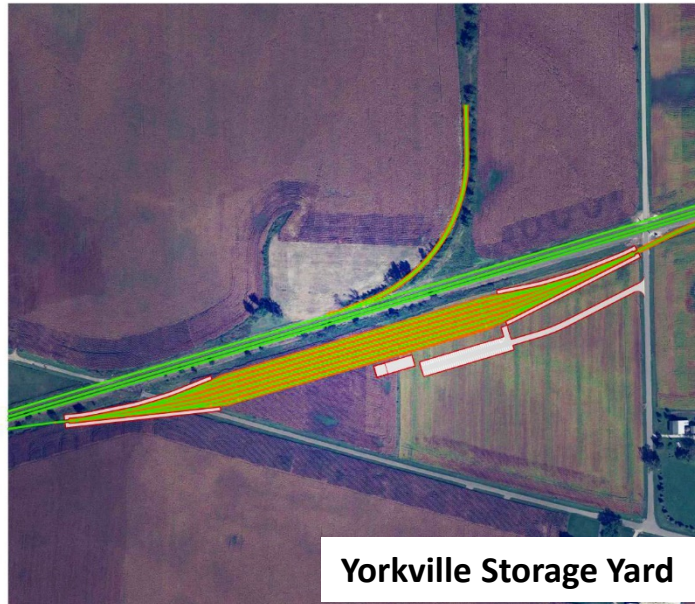
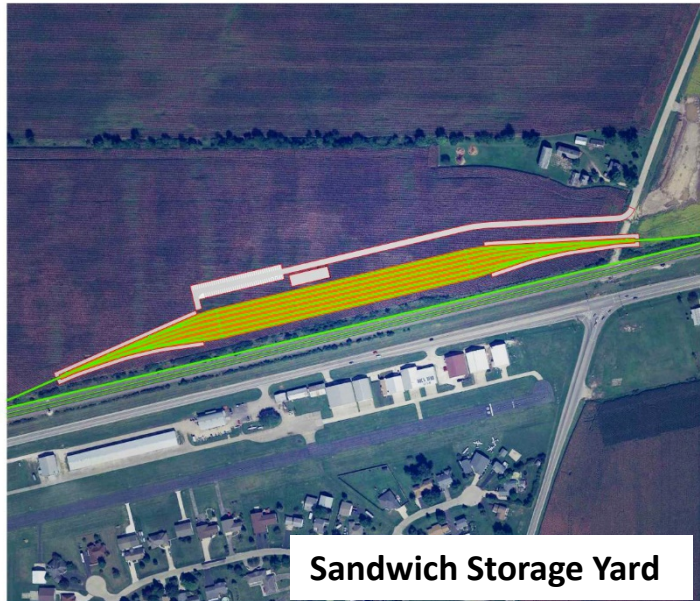
- Noise
- Dust
- Vibration
- Utility Disruption



To learn more about the Environmental Report, please join Breakout Room # 1

Railroad Infrastructure

- A train storage yard must be constructed near the selected terminal location station
- Based on Metra, AREMA, BNSF, IDOT and ICC design criteria
- Mainline track, additional freight track, downtown yard improvements and all associated earthwork, right-of-way, structures, signals and road crossing improvements



To learn more about Railroad Infrastructure, please join Breakout Room # 2

Station Design Features

Minimum features of each station

- Inbound and outbound boarding platform(s)
- A warming house
- Parking facilities
- Pedestrian and vehicular access to public roads

Station architecture and site design

- Based on Metra design criteria and community input
- Station and parking lot sizes based on ridership projections
- Earthwork, landscaping, lighting, utilities and access roads



**To learn more about Station Design for Montgomery and Oswego, please join Breakout Room # 3
For Station Design details for Yorkville, Plano and Sandwich, please join Breakout Room # 4**

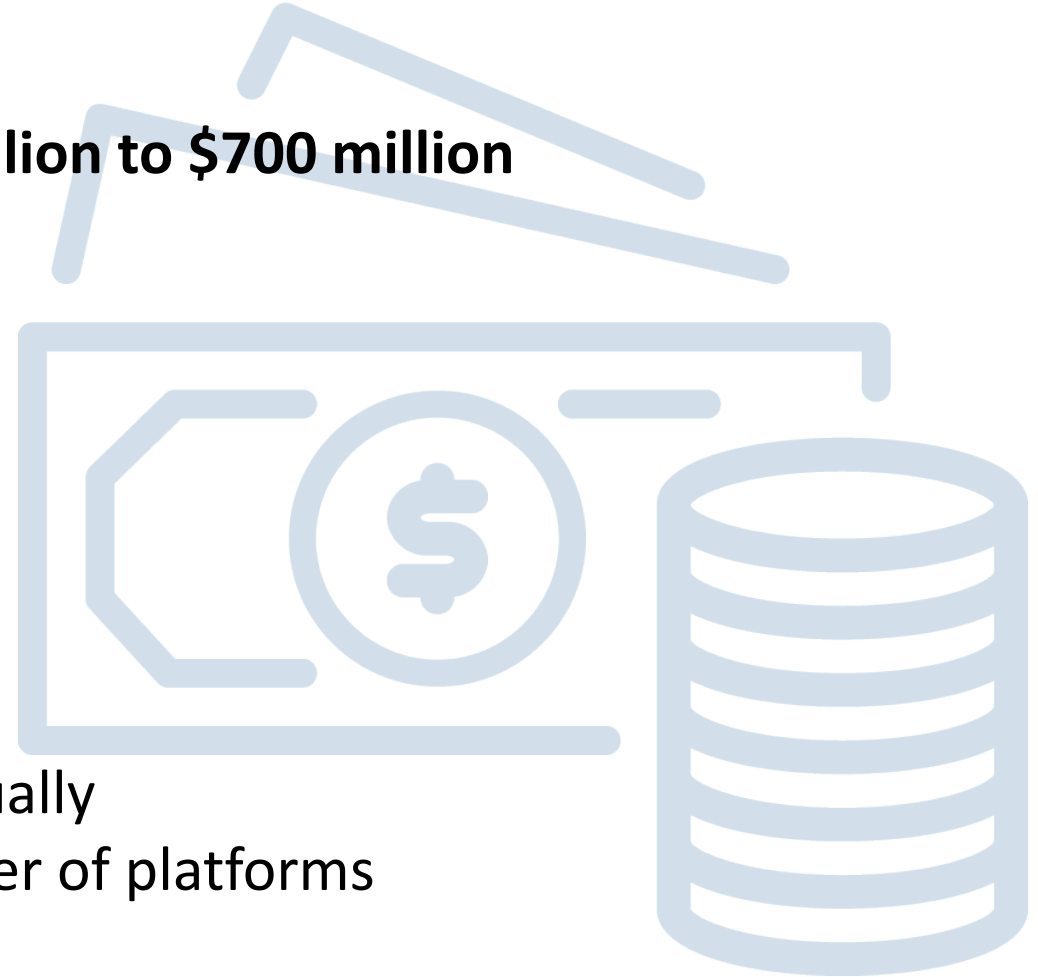
Cost Overview

Capital Costs (includes design costs)

- **Costs vary by Alternative and range from \$400 million to \$700 million**
 - Two, Four or Six round trip trains per weekday
 - Number of Stations/Terminal Station Location
- **Main Design Costs**
 - Rolling Stock (locomotives and train cars)
 - Track, Structures and Signal Improvements
 - Stations and Site work

Station Maintenance Costs

- Station costs range from \$65,000 to \$135,000 annually
- Price varies by size of station, amenities and number of platforms



To learn more about Costs, please join Breakout Room # 5

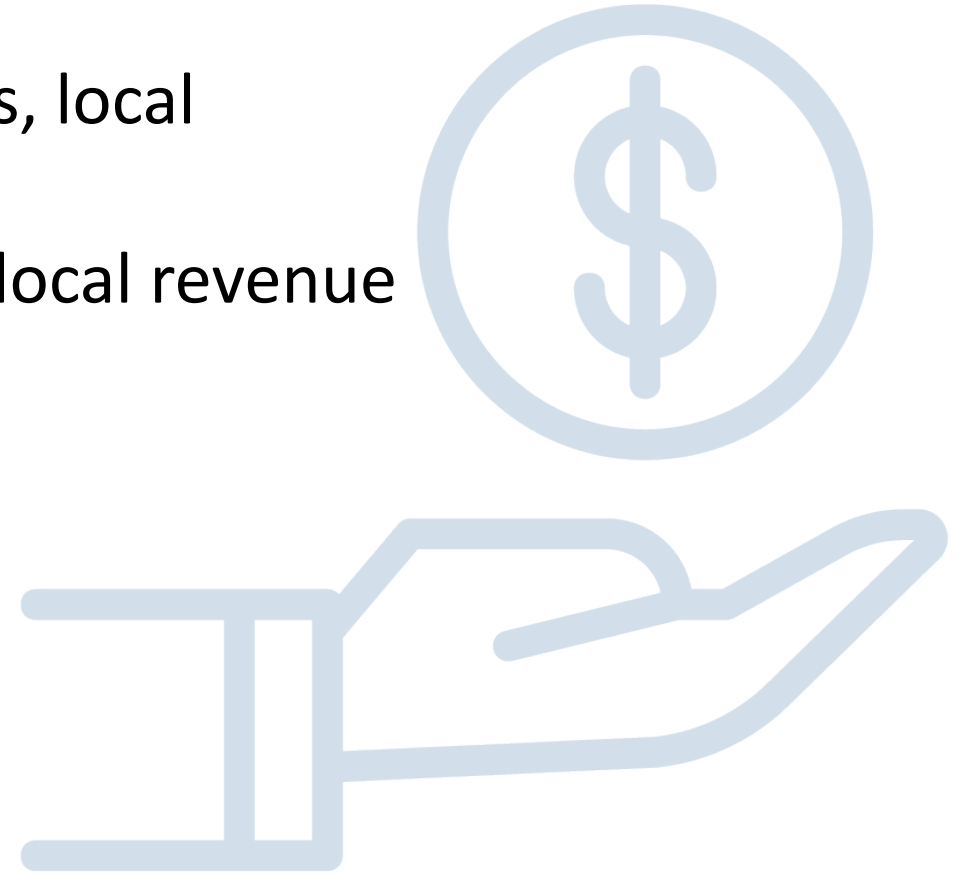
Funding Options Considered

Local Transit Funding

- Explored operating revenue (fares), local taxes, local general funds, and other local sources
- Sales tax of 0.75% was studied as a source of local revenue to match current tax in the RTA region

Capital Funding

- Federal Grant Programs
- State of Illinois Programs
- Local Sources



To learn more about Funding, please join Breakout Room # 5

SCHEDULE



Schedule

WE ARE HERE



SUMMER 2019	FALL 2019	SPRING 2020	SUMMER 2020	FALL 2020	WINTER 2021	SPRING 2021
<ul style="list-style-type: none"> • Study Begins 	<ul style="list-style-type: none"> • Stakeholder Coordination Group Meeting #1 • Public Open House and Survey #1 • BNSF Access Permits • Field Site Inspections/Survey • Topographic Survey 	<ul style="list-style-type: none"> • Stakeholder Coordination Group Meeting #2 • Stakeholder Coordination Group Meeting #3 	<ul style="list-style-type: none"> • Individual Stakeholder Coordination 	<ul style="list-style-type: none"> • Additional Ridership Analysis • Stakeholder Coordination Group Meeting #4 	<ul style="list-style-type: none"> • Stakeholder Coordination Group Meeting • Stakeholder Coordination Group Meeting #5, #6 & #7 	<ul style="list-style-type: none"> • Virtual Public Meeting #2 • Survey #2

BREAKOUT ROOMS



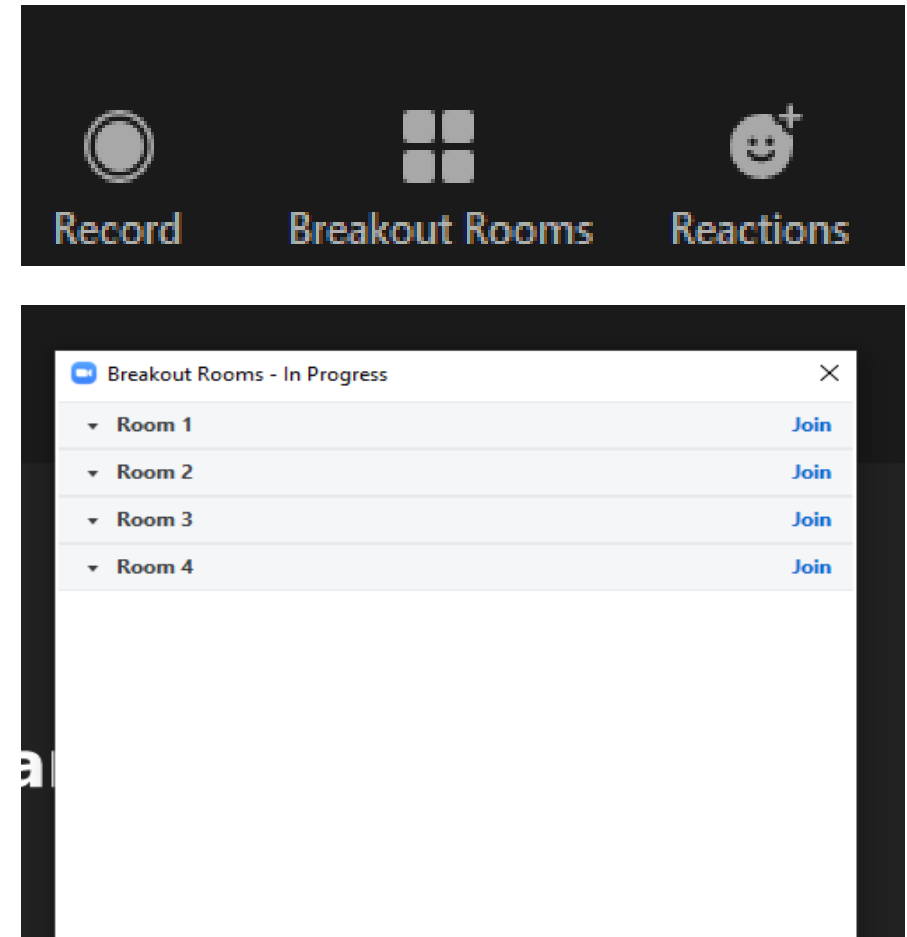
Breakout Rooms

- There will be 6 different breakout rooms that participants can join tonight.
- Each breakout room will contain a different topic.
- Participants can freely move from room to room to listen to the panelists and ask questions regarding the specific topic being discussed in that room.



Breakout Rooms

- Breakout Room # 1: Environmental & Ridership
- Breakout Room # 2: Infrastructure & Yards
- Breakout Room # 3: Montgomery & Oswego Stations
- Breakout Room # 4: Yorkville, Plano, Sandwich Stations & Yards
- Breakout Room # 5: Costs & Funding
- Breakout Room # 6: Media



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Thank You!