

From: [DORELLE ACKERMANN](#)
To: [communications](#)
Subject: 2022 Budget
Date: Saturday, November 27, 2021 6:30:21 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

Please consider the future and our commitment to zero emissions by 2050. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Please direct CTA and PACE to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

Please consider the long term economic benefits as well. For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

It is disappointing that CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Illinois has just passed a clean energy bill and we should be leading the states and city towards an emissions free future. Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only

electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

Finally, let's consider the health impact. To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Dorelle Ackermann

[REDACTED]
[REDACTED]

From: [DORELLE ACKERMANN](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 9:29:33 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Dorelle Ackermann



Sent from my iPhone

From: [Maggie A](#)
To: [communications](#)
Subject: 2022 Budget
Date: Friday, November 26, 2021 9:42:03 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace

will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Margaret Ali



From: [hoda baeshen](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 9:13:10 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous. Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent. Add your own copy here.

From: [Paul Berland](#)
To: [communications](#)
Subject: EV Vehicles for RTA Bus Fleet
Date: Friday, December 10, 2021 12:09:32 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA,

I am strongly in favor of buying only EV buses going forward.

Gas prices are going up and only will continue to rise.

We need to phase out fossil fuels because of the problem of global warming. 95% of climate scientists have consensus that global warming is man-made, and so we must bring an end to the fossil fuel era (although only 16% of Americans realize this, in what is known as the "consensus gap", as documented on the Skeptical Science website).

Natural gas powered buses are not a good solution because natural gas is just another fossil fuel and the storage and transmission of natural gas releases methane into the atmosphere which is a potent greenhouse gas.

Hydrogen powered buses are not a good solution either since more than 90% of the hydrogen fuel is currently generated with fossil fuels.

EV's are the wave of the future, and we need to move forward boldly into the future, not linger in the past with solutions that don't work any more.

Thank you for considering my comment.

Sincerely,

Paul Berland



From: [Josh Boggioni](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 12:18:12 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

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Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Joshua A. Boggioni



From: lincpc@gmail.com
To: [communications](#)
Subject: 2022 Budget
Date: Friday, November 26, 2021 2:17:25 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the RTA Board:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

CNG is no longer economically viable and there is no such thing as "clean-diesel." Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Please move as rapidly as possible toward renewable-energy transit solutions. Our children and grandchildren deserve it!

Sincerely,
Linc Cohen

[REDACTED]
[REDACTED]

From: [Thomas Coleman](#)
To: [communications](#)
Subject: 2022 Budget
Date: Friday, November 26, 2021 9:37:09 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Thomas Coleman



From: [Thomas Coleman](#)
To: [communications](#)
Subject: RTA budget
Date: Thursday, November 18, 2021 10:38:57 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge a more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent. It is easy to let other people and organizations do the heavy lifting to deal with climate change. But we are all in this together. Please do your part to go from the small steps you have done to full electrification. The technology is here and the total cost of ownership is less than diesel. In 2030 you will look back and wonder why you didn't do more. Your children will ask you too about those diesel buses. Like cigarettes, see fossil fuels for what they are – poison and warming.

Thank you

Tom Coleman

From: [Thomas Coleman](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 9:40:35 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

Pollution from transportation is 50% of all pollution. We need to turn our back away from poison pollution and greenhouse gases to clean transportation. Our children depend on this.

Therefore, I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric vehicles without delay.

Tom Coleman
Electric Vehicle Team Leader
Climate Reality Project - Chicago Metro Chapter

Public Comment for December 1, 2021 RTA Budget Hearing

Tom Coleman, Leader, Electric Vehicle Taskforce Climate Reality Project: Chicago Metro Chapter

My name is Tom Coleman and I am a resident of Naperville. I am also a member of the Climate Reality Project and I Lead their Electric Vehicle Task Force. Thank you for the opportunity to speak at this public hearing.

I am sure you all of you are concerned about reports of increasing rainfall and flooding, hurricanes, tornados, droughts, fires, heatwaves, sea levels rising, and virus infections. More than 97% of climate scientists tell us that these events are increasing rapidly in their frequency and intensity due to decades of greenhouse gas emissions.

The same sources of these emissions also create poisonous pollution. The World Health Organization (WHO) and The Lancet say that pollution sickens people and kills between 7 and 9 million people per year worldwide. The Lancet calls pollution a healthcare emergency. And even in the USA, in 2021, the American Lung Association reported that 4 in 10 people, 135 million people, live in areas of the country that do not meet the EPA's healthy air standards. That's 40% of the population!

Unfortunately, the EPA says that 29% of all greenhouse gas emissions come from transportation – mostly from autos and buses. This makes transportation the greatest single emitter in the USA. And finally, while the USA trails China in total annual emissions, the USA has contributed almost twice China's cumulative global emissions over time.

So do we need to change? Yes, we do and there is no time to delay.

But can we change? Yes! But the real issue is whether we have the will to change before it is too late?

We need to take action. We are pleased that the CTA is planning to purchase 70 electric buses. We applaud Pace Bus for their plan to include testing electric buses. Unfortunately, the CTA is also going to purchase hundreds of diesel buses and put them on the road likely for more than a decade. Pace has said they are moving away from diesel buses – a good move – but they are planning to expand their fleet of Compressed Natural Gas (CNG) buses. Unfortunately, when considering the entire supply chain from “well to wheel” emissions, CNG is not the answer. Zero emissions electric vehicles ARE the answer right now and they will become even greener as our electric grid becomes greener.

Bloomberg reports that global electric bus production will grow from 81,000 buses per year to 704,000 by 2027. China is leading the world with more than 421,000 electric buses in operation right now and 95,000 electric buses are added every week to their fleets.

Bloomberg also reports that electric bus battery ranges are now averaging 217 miles and Proterra, a leading US electric bus manufacturer, now has a popular electric bus that is achieving a 329 mile range. This is particularly important in cold climates like Chicago where the cold affects range. But we also know that many hundreds of electric buses in Nordic Countries do well in very cold climates when best practices are applied.

We know from the auto and bus industry that EVs are the best type of vehicle to address the dual emissions challenge we face: Poisonous pollution and greenhouse gas emissions. We know electric buses have the lowest total cost of ownership (TCO) and that they can work in hot and cold climates when EV best practices are employed.

We urge the RTA, CTA, and Pace Bus to look to best practice organizations, countries, and cities that do well with electric buses and to deploy more of them sooner. We stand ready to help the RTA make Chicagoland a shining example of what must be done for our country today and for our children's future.

Thank you

Tom Coleman

From: [Andy Daglas](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 9:35:07 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to demand the more rapid electrification of CTA buses and the immediate end of new diesel bus acquisitions. It is essential to meeting Chicago's urgent commitment and responsibility to address the climate crisis and to protect public health.

Chicago must have a fully electrified bus fleet as soon as possible. Sinking money into as many as 1,280 diesel buses, which will spread lethal pollution around the city for decades to come, is an egregiously dangerous and wasteful mistake.

Air pollution and climate change are destroying lives in Chicago and worldwide (<https://lrb.co.uk/the-paper/v43/n23/david-wallace-wells/ten-million-a-year>). We cannot in good conscience invest further in the use of fossil fuels while delaying the clean-energy transition we so desperately need. You must commit to full electrification of the CTA bus fleet and bar any future purchases of diesel

Thank you for your time and attention,

Andy Daglas
43rd Ward

From: [Helene Gabelnick](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 10:32:11 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

Helene Gabelnick, 

From: [Ben Gerhold](#)
To: [communications](#)
Subject: Comment on the 2022 Proposed Operating Budget and Five Year Capital Program
Date: Friday, November 26, 2021 11:36:15 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members,

The proposed plan to purchase more polluting diesel buses and so few electric ones is a slap in the face to our children, our lungs, and the commitment this Board made to phase out pollution. When you ride the bus you can literally see the lung-busting emissions pouring out of the huge tailpipes and into the air that the drivers, passengers, and our children and grandchildren all breathe.

There is a clear alternative. Please adjust the plan to purchase no new diesel buses and only electric ones. Thank You, Ben Gerhold Regular Train & Bus Customer

From: [Jane Goldenberg](#)
To: [communications](#)
Subject: 2022 Budget
Date: Wednesday, December 1, 2021 7:25:03 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

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For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Jane Goldenberg



From: patriciagraunke@gmail.com
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 12:12:33 PM

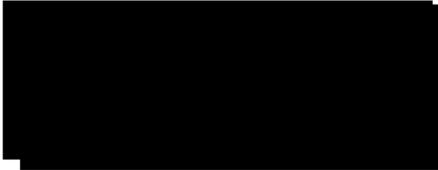
CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

It is just stupid to purchase diesel buses! Unless you have no intention of honoring your commitment to be fully electric by 2040.

Patricia Graunke



From: [Jeffery Green](#)
To: [communications](#)
Subject: 2022 Budget
Date: Friday, November 26, 2021 5:45:30 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I urge the RTA to electrify with all possible speed in this time of global warming awareness. The less we pollute, the better off the world is.

Jeff Green



From: [Mary Griswold](#)
To: [communications](#)
Subject: 2022 Budget
Date: Sunday, November 28, 2021 2:10:09 PM

To whom it may concern:

I am a frequent transit rider of both trains and busses.

We need electric buses now. Air pollution makes for major bad health effects. Don't buy new diesel buses that will be on the road for a decade or more.

Renewable electricity will be cheaper than gas in the long run and maintenance costs will be lower with easier to repair engines.

We need to cut carbon emissions rapidly as soon as we can if life on earth is going to have a ghost of a chance of survival.

Sincerely,

Mary Griswold



From: [Deborah Halpern](#)
To: [communications](#)
Subject: RTA Board Meeting- Electrify faster
Date: Friday, November 26, 2021 4:44:05 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello RTA -

THIS DOES NOT MAKE SENSE!! Why are you even considering purchasing diesel buses that will be running for the next 25 years with all of your promises to be committed to zero-emissions by 2040.

That is impossible if you keep buying diesel vehicles. And with the surge of infrastructure money coming to you from the current bill AND the Build Back Better bill when it is passed there is no excuse.

As I said, this does not make any sense!!!! Buy electric now and for the future and keep your promises of zero-emissions.

Thank you.

Deborah Halpern
Chicago, IL

Chicago League of Women Voters
C-Chair Environmental Action Committee

From: [kim.hart](#)
To: [communications](#)
Subject: 2022 Budget
Date: Friday, November 26, 2021 7:23:45 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles

must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Kim Hart



From: meherring@att.net
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 8:42:13 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous. Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

It is imperative that every individual and entity take every opportunity available to reduce harm to the environment and to work toward repair of the environment. Purchasing buses with electric motors is an opportunity for the CTA to act responsibly to limit global warming and improve health of people and animals.

People use public transportation and that decreases cars on the road. Diesel engines spew particulate and gases that are harmful to human health.

Funds from fares and federal and local taxes should be used wisely to benefit the public. A cleaner environment with an atmosphere that is not growing warmer are benefits that are within the grasp of the CTA. Reach out CTA and buy electric buses as replacements.

Margaret Herring

From: [Holcombe, Susan](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 6:46:47 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra, and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace

will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Susan J. Holcombe

From: [Sharif Husseini](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 1:36:43 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

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To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice. Thank you for considering this decision.

Sincerely,

Sharif Husseini


Sent from my iPhone

From: [Kevin Illia](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, December 6, 2021 11:42:11 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board Members,

I would like to propose an elevated platform for egress & ingress of rail cars. I was in Bangkok & the Bangkok Transport System (BTS) had cars that were perfectly aligned with the rail stops.

Fully realizing the expense of new cars, I would like the Board to consider elevating the platforms which would preclude the lengthy stops to lower & raise passengers who are challenged. It would improve schedule times & also cut down on liability exposure.

Thank You for your consideration, Kevin R. Illia

From: [claudia Jackson](#)
To: [communications](#)
Subject: 2022 Budget - Written Statement in Opposition to CTA Proposed 2022-2026 Capital Program of Projects
Date: Tuesday, November 23, 2021 12:24:54 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: The Regional Transit Authority

The Chicago League of Women Voters Environmental Action Committee asks that The Regional Transit Authority require revisions to the 2022 - 2026 CTA Proposed Capital Program of Projects to reflect real commitment and urgency to reach 100% Electrification of the CTA Bus Fleet by 2040.

Bus Fleet Electrification Feasibility Study:

April, 2019 the Chicago City Council approved a resolution directing CTA to fully electrify the bus fleet by 2040. Funding was issued for a consultant to produce a Bus Fleet Electrification Feasibility Study detailing the path to electrifying CTA bus fleet and garages. This study has yet to materialize. 2022 budget documents issued October 2021, state the study will be released late 2021. It is late 2021 and still no study.

This is disturbing on so many levels. First, CTA was directed by City Council (not asked) to move ahead on electrification. Second, money is being left on the table by not accessing VW settlement funds, CEJA implementation funds, and any available Federal Funds. At a recent meeting Cook County Commissioner Bridget Dengen pointed out that she and other local elected officials cannot help transit agencies obtain the necessary state and federal funding they need for electrification projects without studies being completed and plans developed. It is essential the plan is finalized and be made public as soon as possible.

2022 CTA Budget:

Over the next four years, CTA intends to expand the electric bus fleet from 17 to 70 while planning to purchase 1,280 “clean-diesel” buses. The budget states:

“CTA must replace these (1280) buses immediately, but to replace these with all-electric buses could take as long as 10 to 15 years” .

“To help ensure the CTA can continue providing the highest levels of service, earlier this year a \$334 million contract was awarded to Nova Bus for the purchase of up to 600 clean-diesel 40-foot buses, which will replace the aging 6400-Series Nova buses that are well over 20 years old. These new clean-diesel buses will meet 2021 EPA emissions requirements and are more fuel efficient than other models in our fleet. Delivery of these buses is expected in the first quarter of 2022.”

First, there is no such thing as a ‘clean-diesel’ bus. Second, the ratio of electric to diesel bus purchases planned over the next 4 years clearly does not reflect a strong commitment to electrification.

As a reference, New York City’s MTA is approaching 90 buses by 2022, 17 for Chicago is a dismal plan at best.

While we acknowledge that the up-front costs of electric buses and charging infrastructure are substantially more than simply continuing to buy diesel buses, study after study demonstrates that electric buses are a more economical long term investment over the life of each bus. Additionally, CTA assertion that electric bus technology “remains in its infancy” as

justification to continued purchasing of diesel buses is patently incorrect. While Battery Electric Buses are significantly more expensive to build, the technology is rapidly expanding and market saturation is expected to reach 40% in the next 5 years. The rapid demand for battery-powered electric buses continues to increase as these buses are adopted nationally and globally. The technology will evolve, as it should, but it is certainly not in “its infancy.” We do not see this as a valid reason for continuing to purchase diesel buses.

Environmental Justice:

Global warming will increase temperatures leading to more summer ozone smog formation. Burning diesel fuel emits greenhouse gases which exacerbates global warming. Diesel Buses emit nitrogen oxides that form summer ozone smog and deadly fine particulate matter. Emissions from diesel buses affect people living with lung diseases, increasing asthma attacks and reducing lung function. In addition, a 2020 study found that asthma and chronic obstructive pulmonary disease (COPD) rates were higher along busier CTA bus routes and even higher near bus garages.

As Chicago moves forward promoting mass transit over car traffic for residents and visitors we must make ‘clean’ a part of that goal.

National Infrastructure Law :

With the passage of the National Infrastructure bill on 11/15/2021 there will be funds available that will help CTA build the infrastructure needs to speed up the electrification of their fleet. There is no longer an excuse to delay.

The Chicago League of Women Voters Environmental Action Committee stands with The City Council’s direction to CTA for 100% electrification of the Bus Fleet by 2040. We urge forward and consistent movement towards this goal beginning with the 2022 budget. Our stance is that this budget does not contain the urgency or the even a plan required to reach the 2040 goal.

Respectfully,
Claudia Jackson
Chicago League of Women Voters
Environmental Action Committee Co-Chair



From: [JOHN KAVALUNAS](#)
To: [communications](#)
Subject: Public Comment to be read at the November 18, 2021 RTA Board of Directors Meeting
Date: Tuesday, November 16, 2021 10:22:31 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA,
This email is being submitted for the public comment portion of the November 18, 2021, Board Meeting.

Comments by John Kavalunas.

My name is John Kavalunas from Lakewood, Illinois. I am a former Chair of the Sustainability Committee of the City of Crystal Lake and current member of the Task Force on Electrifying Public Transit with the Climate Reality Project: Chicago Metro Chapter.

I am pleased that Pace has an electric bus pilot in their F22 Budget and a zero emission commitment by 2040. They have clearly made a shift to lower emissions and the impact on climate change by stopping the purchase of any more diesel buses. I am, however, still concerned about the continued expansion of Compressed Natural Gas buses. For a “well to wheels” pollution grade, CNG is no better than diesel. As we learn more about methane leaks during extraction and transmission, natural gas is no longer a climate friendly option. Additionally, with natural gas prices on the rise, I see CNG as a poor choice financially, given the much lower ongoing maintenance costs of Electric Buses and credits available in the new CEJA legislation.

In the proposed 2022 capital budget, Pace is seeking to fund an additional 51 CNG buses, and in later years an additional 37 CNG buses. **We urge you to abandon this expansion of the CNG fleet that is planned in the 2022 Pace budget and later years. Please replace those orders with electric buses.**

Likewise, I am also very surprised to see that the CTA continues to project extensive purchasing of and reliance on diesel buses. This is harmful from a local neighborhood pollution standpoint, as well as damaging to our climate overall. With the preponderance of diesel vs. electric purchases in their FY 22 Five Year Plan, the achievement of a zero emission fleet by 2040 does not at all seem realistic.

I call on the RTA to work with Pace and CTA to significantly modify their Five Year Plans to electrify more aggressively, in line with the new landmark Illinois CEJA legislation and the Infrastructure Bill at the Federal level.

John Kavalunas

[REDACTED]

[REDACTED]

[REDACTED]

From: [Candace Keene](#)
To: [communications](#)
Subject: Please DON'T approve the purchase more fossil fuel buses
Date: Tuesday, December 14, 2021 12:14:44 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'll be honest, I'm not someone who ever writes in to government entities, though I do vote in every election.

But I have a 2nd grader, and any of us that care about the next generation having clean air, water, and not living with massively destructive climate change has an obligation to do what we can now. I know this won't solve the climate crisis, but it's a small act that WILL matter. You have that power. The only power I have is to write this letter and vote accordingly, but you can actually choose to purchase electric buses and I promise those actions will add up.

Thank you for your time. We all need your help.

All my best,

Candace Keene, Edgewater

From: [Jennifer Linton](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 12:21:42 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Jennifer Linton



From: [Bruce Mainzer](#)
To: [communications](#)
Subject: Fwd: Fw: Public Comment to be read at the November 18, 2021 RTA Board of Directors Meeting
Date: Thursday, November 18, 2021 9:23:25 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I had submitted this email to be read at today's Nov 18 RTA Board Meeting but it obviously was not received, probably because it was sent into a spam folder. Here is the email I sent, as I am now sending it from my gmail account which hopefully will not be blocked by the RTA email server. Please make sure this email is provided to all RTA board members.

Best regards

Bruce Mainzer

----- Forwarded message -----

From: **Bruce W. Mainzer** <bruce@mainzergroup.com>
Date: Thu, Nov 18, 2021 at 9:19 AM
Subject: Fw: Public Comment to be read at the November 18, 2021 RTA Board of Directors Meeting
To: Brucemainzer@gmail.com <Brucemainzer@gmail.com>

----- Forwarded Message -----

From: Bruce W. Mainzer <bruce@mainzergroup.com>
To: communications@rtachicago.org <communications@rtachicago.org>
Sent: Tuesday, November 16, 2021, 02:29:06 PM CST
Subject: Public Comment to be read at the November 18, 2021 RTA Board of Directors Meeting

Dear RTA: This email is submitted so it can be read during the public comment portion of the Board Meeting on Nov. 18, 2021.

Comments by Bruce W. Mainzer at RTA Board Meeting 11/18/21

Thank you for this opportunity to submit comments. My name is Bruce Mainzer and I live in Highland Park and I am a former transit official, having worked for RTA of Illinois, Metro North Commuter Railroad in NY as a Transportation Planner and also as a Manager of Capital Grants in the IDOT Public Transportation Section. I later moved on to work for United Airlines and held other executive posts in the travel industry, but I always have maintained my interest in public transportation. I am now retired, and I am a member of the Chicago Chapter of the Climate Reality project and I also serve as Chairman of the Transportation Advisory Group of the City of Highland Park.

Over the past few months, members of Climate Reality, Sierra Club and other concerned individuals have submitted comments to both the CTA and Pace boards to urge them to transition to Electric Buses as a high priority. As many of you know, we are at an inflection point with respect to warming of the planet, and RTA needs to meet this challenge of

addressing the very real impacts of climate change.

We are appreciative of Pace's responsiveness to our comments. As late as this past summer, Pace had no plans to order any electric buses. In their current FY22 Capital Plan, they have now committed to end all diesel bus purchases, and to begin a six bus electric bus demo project for their Waukegan service and to order 57 electric buses in the five year plan. Pace has now committed to a zero emission fleet by 2040. We applaud Pace's decision to end diesel bus purchases, but Pace still needs to be doing more to meet Governor Pritzker's vision of placing 1 million electric vehicles in service by 2030. Pace is still programming 88 new fossil fuel Compressed Natural Gas (CNG) buses in the FY22 Capital Plan and is going forward with a bid to manufacture 40 CNG buses this year. CNG buses emit as much or more greenhouse gases as diesel buses when taking into account the production, transmission and finally tailpipe emissions of CNG. Any bus programmed in the budget now will be operating well into the decade of the 2030's and contributing to global warming.

We are also appreciative of CTA's initial testing of electric buses. 2 CTA electric buses have been operating since 2014. Another 9 buses were received in 2021, and CTA is awaiting 14 more electric buses in 2022. CTA also has a commitment to an emission free bus fleet by 2040. However, with this FY22 five year plan, we were shocked to see that CTA is only planning to procure 70 more electric buses, while continuing to replace the majority of its fleet with diesel buses. The 600 new diesel buses in the FY22 capital plan will continue to spew dangerous nitrogen oxide, particulate matter, and greenhouse gases well into the 2030's decade. CTA's 2040 commitment to an emission free fleet does not seem achievable given this capital plan.

Failure of the CTA and Pace to make reasonable progress to an emission free fleet must be addressed by the RTA. Although the capital cost of an electric bus is typically \$200,000 to \$300,000 more than a diesel or CNG bus, there is no real issue with availability of funds to aggressively transition to an all electric fleet now. For example, the Illinois EPA fund has allocated \$39.9 million to Illinois transit operators to fund the purchase of electric buses (from the VW Settlement funds). So far, not one IL state transit agency has made use of these funds. I had a discussion with Director John Kim of the Illinois EPA and I suggested that instead of purchasing an entire electric bus, Illinois EPA could just fund the capital acquisition of the bus batteries, thereby making the capital acquisition cost of an electric bus the same as a fossil fuel powered bus. Assuming each battery would be a cost of \$250,000, this could fund the acquisition of 156 electric bus batteries this year. The recently passed federal infrastructure bill will also allow more funds to replace existing diesel fleets with electric buses. Finally, since electric buses save on average \$400,000 in fuel and maintenance costs over the 12 year life of a bus, the batteries can be leased and paid for out of these operating cost savings. Several electric bus manufacturers offer these incentives to keep the cost of an electric bus the same as a fossil fuel powered bus and the leasing cost easily fits within the operating cost budget of transit operators. So there is really no barrier any more to aggressively transitioning to electric bus fleets.

This year we are seeing the tragic consequences of climate change. It's time for RTA to join other responsible transit agencies and get on the electric bus.

Bruce W. Mainzer



From: mimspa@aol.com
To: [communications](#)
Subject: 2022 CTA Budget
Date: Monday, November 29, 2021 9:45:09 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040.

The purchase of more electrical vehicles would seem to be even more advantageous given the recently passed Federal infrastructure bill and the proposals in the Build Back Better Bill that is now in the Senate. Further, the state of Illinois is doing much to promote the use of electrical vehicles.

Thank you.

Priscilla Mims



From: [Alice Murray](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 8:42:08 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous. Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent. Add your own copy here. We need to work air pollution--using electric bus is step to improve the quality of air. Please purchase only electric busses.

Alice Murray

From: [Justis James](#)
To: [communications](#)
Subject: RTA budget
Date: Wednesday, December 8, 2021 8:37:40 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

Justis Olivarez
Pronouns: He, Him
All Together Now, Happiness Chicago

From: [Amy J. Orzel](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 9:38:45 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

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For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

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Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Amy Orzel



Phone

From: [Sara Reschly](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 4:33:21 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

Sara Reschly
Chicago resident that uses the CTA

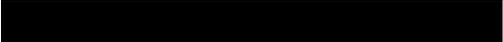
From: [Anu Sarda](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 9:53:37 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

Thank you
Anu Sarda



From: [Cindy](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 8:41:28 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses and only 70 electric busses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent. Pressure from governmental agencies to increase availability of electric mass transit vehicles will speed the transition to a cleaner environment.

Cynthia Scarlett



Sent from my iPhone

From: [Jane Schaefer](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 8:41:37 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

My family uses CTA buses everyday and lives near a busy bus route that contributes to pollution in our neighborhood. Chicago is woefully behind so many other cities when it comes to cleaner buses. Even cities like Houston were getting rid of their diesel buses in the mid-90s! Everyone in Chicago deserves cleaner air.

Sincerely,
Jane Schaefer

From: [Reuven Solomon](#)
To: [communications](#)
Subject: RTA budget
Date: Monday, November 15, 2021 5:06:53 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

From: [Kim Stone](#)
To: [communications](#)
Subject: Public Comment for November 18, 2021 RTA Board meeting
Date: Wednesday, November 17, 2021 11:13:39 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please read the following public comment into the official record at your November 18, 2021 Board meeting. Thank you.

Public Comment for November 18, 2021 RTA Board Meeting

Kim Stone, Co-Chair, Task Force on Transit Electrification Climate Reality Project: Chicago Metro Chapter

My name is Kim Stone and I am a resident of Highland Park and a member of the Climate Reality Project: Chicago Metro Chapter. Thank you for the opportunity to comment at today's meeting.

As you know, climate change is an urgent issue that must be addressed, and our window of opportunity to avoid the worst impacts is closing quickly—within the next nine years. Transportation is currently the top source of greenhouse gas emissions in the US^[1]. Decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Many public transit authorities of all sizes have already begun the transition to electric fleets and the time is right for the RTA to take the leadership to put us on a fast track to zero emissions in the Chicagoland region.

Pace and CTA have both committed to zero-emission fleets by 2040, which is commendable, but it's time to act on those commitments. If Pace and CTA proceed with their planned purchases of diesel and CNG buses in 2022 and beyond, these fossil-fuel powered vehicles will be on Illinois roads for the next 12 or more years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change. Our transit agencies should purchase only electric buses beginning immediately.

Electric buses are a fiscally responsible choice. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable the purchase of an electric bus (without the battery) for about the same price as a diesel bus, and operational savings would pay for the battery lease. Electric buses with batteries would save approximately \$400,000 in fuel and maintenance costs over 12 years. Additionally, new federal funding and available money in Illinois' VW Settlement Trust can help offset the costs of fleet electrification.

To meet our climate goals, we need more people riding public transit, and transit

vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you.

[1] <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

Public Comment for November 18, 2021 RTA Board Meeting

Pamela Tate, Co-Chair, Task Force on Electrification of Public Transit Climate Reality Project: Chicago Metro Chapter

My name is Pamela Tate and I am a resident of Oak Park. I am also representing the Climate Reality Project: Chicago Metro Chapter. Thank you for the opportunity to provide comments at your board meeting.

When I spoke to you last Spring about the urgency of the climate crisis, I noted that transportation is currently the top source of greenhouse gas emissions in the US^[1]. We are running out of time to prevent even worse impacts of global warming than we have been experiencing recently—fewer than nine years. Decarbonization of public transit is a critical step in stopping and reversing global warming, and you can make a difference by ensuring that the transit agencies here are making the right budget decisions to put Chicagoland on the path to quickly reaching zero emissions.

What I did not emphasize when I presented to you is the fact that **electric buses are also a more fiscally responsible choice**. Federal grant funds that will be available through the new infrastructure bill, and battery leasing programs, make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable the purchase of an electric bus (without the battery) for about the same price as a diesel bus, and operational savings on fuel and maintenance would more than pay for the cost of the annual battery lease. But even if the agencies bought the buses with the batteries included, they would save approximately \$400,000 in fuel and maintenance costs over 12 years.

One of my colleagues on the Task Force, Bruce Mainzer, talked with Director John Kim of the Illinois EPA to suggest a creative solution for use of the state funds that are available through the Illinois' VW Settlement Trust: instead of purchasing an entire electric bus, Illinois **EPA could just fund the capital cost of acquiring the bus batteries, which would make the capital acquisition cost of an electric bus the same as a fossil fuel powered bus. Assuming each battery would be a cost of approximately \$250,000, this could fund the acquisition of 156 electric bus batteries this year.**

Although both Pace and CTA have committed to zero-emission fleets by 2040, I was dismayed to see that the CTA budget is calling for purchasing up to 1,280 diesel buses over the next four years, while only purchasing 70 electric buses. This is 18 diesel buses for every electric bus!!! These diesel buses will be on our roads for the next 12-15 years and we do not have that window of time to decarbonize. This is just unacceptable.

Pace's budget is also problematic. It is calling for Pace to purchase 88 new fossil fuel Compressed Natural Gas (CNG) buses in the FY22 Capital Plan—and Pace also wants to go forward with a bid to manufacture 40 CNG buses this year. We know that CNG

buses are even more damaging to the environment because they emit as much or more greenhouse gases as diesel buses when taking into account the methane leakage during production and transmission as well as tailpipe emissions. Clearly, these agency budgets do not reflect a meaningful commitment to zero emissions; in fact, they are going in the wrong direction. If you approve these budgets, the buses will be on Chicagoland roads for the next 12 or more years. The climate crisis is, in fact, an emergency, and our transit agencies must respond accordingly if we want to avoid the worst impacts of climate change. **This means that our transit agencies must purchase only electric buses beginning immediately.**

Many transit agencies in other cities across the U.S. are transitioning to electric fleets successfully—in both big cities and smaller ones. It is time for the RTA to stand up as a leader in protecting our climate and making good financial decisions. We need more people riding public transit, but we also need the buses to run as cleanly as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. **Please take action now to say no to these purchases of diesel and compressed natural gas buses.** We need to be on a fast track to zero emissions and we can get federal and state assistance to get there.

Thank you for your consideration.

^[1] <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

From: [Kim Stone](#)
To: [communications](#)
Date: Saturday, December 11, 2021 10:24:52 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Public Comment for December 1, 2021 RTA Public Hearing re: Budget

Kim Stone, Co-Chair, Task Force on Transit Electrification Climate Reality Project: Chicago Metro Chapter

My name is Kim Stone and I am a resident of Highland Park and a member of the Climate Reality Project: Chicago Metro Chapter. Thank you for the opportunity to comment as part of the public hearings for the 2022 budgets for CTA, Metra and Pace.

The State of Illinois chose to create the Regional Transportation Authority (RTA) which “coordinates the Chicago region’s transit system, oversees its financing with transparency and accountability, and plans for a future with adequate, accessible, and equitable public transportation for the six counties of Northeastern Illinois.” This structure gives the RTA the ability to make sure that our region’s transit agencies are working together to best serve the needs of the public.

Transportation is currently the top source of greenhouse gas emissions in the US^[1]. Given the urgency of climate change, and the short timeframe in which to decarbonize transportation, I ask RTA to take the leadership to put public transit on a fast track to zero emissions in the Chicagoland region. Many public transit authorities of all sizes, across the nation and globally, have already begun the transition to electric fleets.

Funding is available to help with the transition to electric buses at CTA and Pace. The federal infrastructure bill includes significant funding increases for CTA, Metra and Pace. In addition, Illinois is eligible for \$5B in low or no emission transit bus grants, \$2.5B in competitive EV charging grants and \$10B in grants for low or no emission transit and school buses. On top of those funding sources, \$39.9 million remains available from the Illinois EPA through the VW Settlement fund to purchase zero emission buses.

Pace and CTA have both committed to zero-emission fleets by 2040, which is commendable. Given the financial and environmental benefits, our transit agencies should purchase only electric buses beginning immediately. RTA can help facilitate this transition by working with the transit agencies to obtain grant funds, and by coordinating joint purchasing for electric buses to save both time and money.

Electric buses are a fiscally responsible choice. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Each electric bus (with battery) would save approximately \$400,000 in fuel and

maintenance costs over 12 years.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Please help CTA, Metra and Pace transition to electric fleets. Now is the time for RTA to demand that CTA and Pace purchase only electric buses in 2022.

Thank you for your service to our region.

Sincerely,
Kim Stone

^[1] <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

From: [Pamela Tate](#)
To: [communications](#)
Cc: [Kim Stone](#); [Bruce W. Mainzer](#)
Subject: RE: Public Comment for November 18, 2021 RTA Board meeting
Date: Wednesday, November 17, 2021 12:14:48 PM
Attachments: [RTA Public Comment for November 18.docx](#)

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA:

Please read the following public comment into the official record at your November 18, 2021 Board meeting.

Best regards,

Pam

Pamela Tate

Certified Climate Reality Leader

Climate Reality Project: Chicago Metro Chapter

Public Comment for November 18, 2021 RTA Board Meeting

Pamela Tate, Co-Chair, Task Force on Electrification of Public Transit Climate Reality Project: Chicago Metro Chapter

My name is Pamela Tate and I am a resident of Oak Park. I am also representing the Climate Reality Project: Chicago Metro Chapter. Thank you for the opportunity to provide comments at your board meeting.

When I spoke to you last Spring about the urgency of the climate crisis, I noted that transportation is currently the top source of greenhouse gas emissions in the US^[1]. We are running out of time to prevent even worse impacts of global warming than we have been experiencing recently—fewer than nine years. Decarbonization of public transit is a critical step in stopping and reversing global warming, and you can make a difference by ensuring that the transit agencies here are making the right budget decisions to put Chicagoland on the path to quickly reaching zero emissions.

What I did not emphasize when I presented to you is the fact that **electric buses are also a more fiscally responsible choice**. Federal grant funds that will be available through the new infrastructure bill, and battery leasing programs, make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable the purchase of an electric bus (without the battery) for about the same price as a diesel bus, and operational savings on fuel and maintenance would more than pay for the cost of the annual battery lease. But even if the agencies bought the buses with the batteries included, they would save approximately \$400,000 in fuel and maintenance costs over 12 years.

One of my colleagues on the Task Force, Bruce Mainzer, talked with Director John

Kim of the Illinois EPA to suggest a creative solution for use of the state funds that are available through the Illinois' VW Settlement Trust: instead of purchasing an entire electric bus, **Illinois EPA could just fund the capital cost of acquiring the bus batteries, which would make the capital acquisition cost of an electric bus the same as a fossil fuel powered bus. Assuming each battery would be a cost of approximately \$250,000, this could fund the acquisition of 156 electric bus batteries this year.**

Although both Pace and CTA have committed to zero-emission fleets by 2040, I was dismayed to see that the CTA budget is calling for purchasing up to 1,280 diesel buses over the next four years, while only purchasing 70 electric buses. This is 18 diesel buses for every electric bus!!! These diesel buses will be on our roads for the next 12-15 years and we do not have that window of time to decarbonize. This is totally unacceptable.

Pace's budget is also problematic. It is calling for Pace to purchase 88 new fossil fuel Compressed Natural Gas (CNG) buses in the FY22 Capital Plan—and Pace also wants to go forward with a bid to manufacture 40 CNG buses this year. We know that CNG buses are even more damaging to the environment because they emit as much or more greenhouse gases as diesel buses when taking into account the methane leakage during production and transmission as well as tailpipe emissions. Clearly, these agency budgets do not reflect a meaningful commitment to zero emissions; in fact, they are going in the wrong direction. If you approve these budgets, the buses will be on Chicagoland roads for the next 12 or more years. The climate crisis is, in fact, an emergency, and our transit agencies must respond accordingly if we want to avoid the worst impacts of climate change. **This means that our transit agencies must purchase only electric buses beginning immediately.**

Many transit agencies in other cities across the U.S. are transitioning to electric fleets successfully—in both big cities and smaller ones. It is time for the RTA to stand up as a leader in protecting our climate and making good financial decisions. We need more people riding public transit, but we also need the buses to run as cleanly as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. **Please take action now to say no to these purchases of diesel and compressed natural gas buses.** We need to be on a fast track to zero emissions and we can get federal and state assistance to get there.

Thank you for your consideration.

[1] <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

Public Comment for December 1, 2021 RTA Budget Hearing

Pamela Tate, Co-Chair, Task Force on Electrification of Public Transit

Climate Reality Project: Chicago Metro Chapter

My name is Pamela Tate and I am a resident of Oak Park. I am also a member of the Climate Reality Project: Chicago Metro Chapter and I co-chair the Task Force on Electrification of Public Transit. Thank you for the opportunity to speak at this public hearing. I also spoke at your Board meeting on November 18, but wanted to go on record during this hearing as well.

Last Spring, I made a presentation to the RTA Board and staff about the urgency of the climate crisis worldwide and its impacts—more intense hurricanes, more intense rainfall and flooding, more intense fires, more human lives lost, more property damage, more wildlife going extinct, longer lasting droughts, sea level rise, more viruses and tropical insect diseases, and heat waves like we have never seen before.

I'm sure it was as alarming to you as it is to me, and I'm sure you know that we are running out of time to slow down global warming so that we do not experience even more destructive weather events. I also noted that transportation is currently the top source of greenhouse gas emissions in the US^[1]. Medium and heavy duty vehicles like buses and trains are huge contributors to greenhouse gas emissions!!

And yet, CTA has said it plans to purchase hundreds of diesel buses in its current budget proposal and only 70 electric buses. Another member of our task force will speak to the issue of whether clean diesel is really clean, but the fact is that fossil fuel powered buses are huge polluters and are making our world warmer. And Pace has said it wants to purchase additional Compressed Natural Gas (CNG) buses in its FY22 capital plan—as well as move forward with a bid to manufacture 40 CNG buses this year. We know from our research that CNG buses are even more damaging to the environment because **they emit as much or more greenhouse gases than diesel buses** when taking into account the methane leakage during production and transmission as well as tailpipe emissions.

Clearly, these agency budgets do not reflect a solid commitment to zero emissions and do not reflect an awareness of the urgency of the moment. If you approve purchasing these buses, they will be on Chicagoland roads for the next 12 or more years. Do you really feel comfortable with that?

The urgency of the climate crisis is the reason we are trying so hard to convince you that decarbonizing Pace, the CTA and Metra must be done **much more quickly** than the agencies have planned in their budgets. I realize that the agencies have made commitments to zero emissions way in the future, but meanwhile they have put forward their rationale for continuing to purchase diesel and compressed natural gas buses—clearly, their planned bus purchases do not reflect these zero emissions commitments. You, the RTA Board, have overall oversight, and you can urge them to change those budgets and plans. If you really take this climate crisis seriously, and if you agree that every policy decision

either damages or helps us address the crisis, then purchasing decisions must follow. Please exercise your leadership and oversight role and tell the agencies to change their plans to purchase fossil fuel buses!

We have all heard various objections from the agencies to moving more quickly. One is the upfront cost of electric buses; another is our cold winters; another is the time it takes to plan for these changes and get the manufacturers to produce enough buses—and still another is that the technology is too new to know if it is reliable. Our task force members will speak to all of these objections.

On the cost issue, study after study demonstrate that electric buses are a cheaper long term investment over the life of the bus because of fuel and maintenance savings even though the up-front investment is greater. And many municipalities are leasing the batteries, which makes the purchase price of electric buses cost-competitive with diesel. The leasing cost could become an item in the agencies' operating budgets, leaving the purchase price in their capital budgets. We have already calculated the cost of this option, and we know that the operational savings on fuel and maintenance would more than pay for the cost of the annual battery lease. **But even if the agencies bought the buses with the batteries included, they would save approximately \$400,000 in fuel and maintenance costs, per bus, over 12 years.**

Especially with the additional incentives in both the state's new CEJA law and the federal infrastructure law, you would be saving money for taxpayers by going electric quickly. One possible creative solution for using the state funds that are

already available through the Illinois' VW Settlement Trust would be to ask the Illinois EPA to fund the acquisition of the bus batteries as a capital cost, which would make the capital cost of purchasing an electric bus the same as a fossil fuel powered bus. Assuming each battery would be cost approximately \$250,000, this could fund the acquisition of 156 electric bus batteries this year.

Second, will these buses operate successfully in cold weather? There have been numerous cities in cold weather climates in places like Norway that are transitioning to electric buses with no problem, but I will let others speak to this concern. We can share the studies and reports we have read about it if that would be helpful to you.

Third, statements have been made that the agencies need more time to plan these transitions and that even if they ordered the buses now, the manufacturers would not be able to supply them. We recognize that the agencies cannot instantly have an all-electric fleet in place and that manufacturers would have to ramp up, but if the agencies increase their orders now, the manufacturers would ramp up knowing that they have orders to fill. When agency leadership makes a true commitment to a rapid transition, as many transit agencies in other cities across the U.S. have done, the time to reach zero emissions can be shortened considerably and if markets work here the way they do on other products, manufacturers gear up when demand gears up. It just takes leadership, planning and resources, and this is the ideal time given the new state and federal resources that are out there and that we can apply for.

Fourth, various people have claimed that electric bus technology is still in its infancy so we need to move more slowly. This is just not accurate. The technology is far from in its infancy. In fact, it is rapidly expanding, the cost is coming down, and market saturation is expected to reach 40% in the next 5 years. Projections are that half the world's buses will be electric by 2025.

I'd like to add that we definitely need more people riding public transit because fewer cars on the roads would help with poisonous pollution and climate change, but if public transit is fossil fuel powered, the buses will continue to harm our air quality and the health of our communities, and will contribute significantly to global warming.

Therefore, I am urging you to ask the agencies to change course, to move much more rapidly to electric, with targets each year until they are fully electric—hopefully by 2030 or 2035 at the latest. And please help them apply for federal and state funds so that the Chicago region can be a leader in zero emissions. **Please take action now to say no to these purchases of diesel and compressed natural gas buses.**

We are willing to help in any way we can.

Thank you for your consideration.

^[1] <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

From: [Andrew Tonachel](#)
To: [communications](#)
Subject: 2022 Budget
Date: Tuesday, November 30, 2021 12:43:13 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing to strongly urge RTA to speed up the purchase of electric busses beyond the 70 currently planned for in the budget.

In May, New York City's MTA raised its procurement of electric busses just for next year alone. California has committed to 100% of transit bus purchases to be battery-electric or fuel cell electric vehicles by 2029. These aren't easy decisions, but, if the coasts can do it, we can, too! The technology exists today. We just need the political will to make it happen.

This is not the time for modest plans. Please act like our children's and grandchildren's quality of life depends on the decisions you make today. Because it does.

Sincerely,

Andrew Tonachel



From: [Julia Utset](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, November 29, 2021 8:42:21 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses. The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the wrong direction to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

Julia Utset, Hyde Park
League of Women Voters of Chicago

From: [griff_nilla](#)
To: [communications](#)
Subject: 2022 Budget - Replace Diesel with ELECTRIC BUSES
Date: Monday, November 29, 2021 11:01:17 AM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge the more rapid electrification of CTA buses.

The plan to purchase up to 1,280 diesel buses over the next four to five years is exactly the **WRONG DIRECTION** to get to a fully electrified bus fleet by 2040. The solution is within reach and increasingly economically advantageous.

Please reconsider this climate backwards plan that would also increase harm to human health. The time is urgent.

I can't believe a major city like CHicago would be planning new diesel purchases at this stage in the climate crisis.

I know this administration is climate-change-conscious, [as opposed to the Trump admin], and so now would be the time to work closely with the fed govt if additional funding is needed for any part of a move toward electric buses.

PLEASE PLEASE pursue electric; existing diesel can be backup or phased out, but we need to purchase new electric, not diesel.

Thank you for taking my opinion into consideration.

City Constituent and Public Bus Commuter/User,
Nancy Vintilla



From: [Waickman, Zach](#)
To: [communications](#)
Subject: Written Comment for Board
Date: Monday, December 13, 2021 4:42:43 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Written Comment for RTA Board

Topic: Diesel Fuel Bus Purchasing

Comment: I understand that the CTA and Pace plan to purchase thousands of new petroleum diesel buses in the current budget and over the next few years. As society moves toward a zero-emission future, I think it would be prudent to look at technologies that can help bridge the gap and accelerate progress toward cleaner public transit by leveraging our existing infrastructure. Specifically, I would like to see the RTA direct the CTA and Pace to explore 100% biodiesel technologies that would allow existing buses to run on 100% biodiesel. Systems from companies like Optimus Technologies allow for all weather use of 100% biodiesel while providing significant improvement to lifecycle greenhouse gas emissions and local air quality. The advantages of this technology include that it utilizes existing buses; there are no cold weather or distance limitations; and there is up to an 86% reduction in GHG emissions, 50% reduction in particulate matter, and 70% reduction in hydrocarbon emissions (US EPA). These systems are low cost, leverage existing infrastructure and employee expertise, and could be strategically deployed to communities suffering from poor local air quality (public health benefit). Yes, we should work to electrify our public transit, but we should also be deploying technology on our existing bus fleets that can more quickly move us towards a sustainable, clean future.

Thank you,

Zach Waickman
Biodiesel Lab Manager
School of Environmental Sustainability
Loyola University Chicago



From: [Susan Zimny](#)
To: [communications](#)
Subject: 2022 Budget
Date: Monday, December 6, 2021 8:49:37 PM

CAUTION: This email originated from outside the RTA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear RTA Board Members:

I am contacting you regarding RTA's oversight of the budgets of CTA, Metra and Pace. Transportation is currently the top source of greenhouse gas emissions in the nation, which is why the decarbonization of public transit is a critical step in preserving public health and the livability of the planet.

Accordingly, I urge you to support a faster transition to zero-emission buses for CTA and Pace in their 2022 budgets; that you direct them to set a firm goal to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up purchases of zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

Electric buses are fiscally responsible. Grant funds and battery leasing programs make the purchase price of electric buses cost-competitive with diesel. Battery leasing programs, for example, would enable transit agencies to purchase an electric bus (without the battery) for about the same price as a diesel bus and to pay for the battery lease with operational savings.

For buses purchased with batteries, each bus would save approximately \$400,000 in fuel and maintenance costs over 12 years. As a regional planning agency, we ask you to help facilitate electric bus purchases and planning within the agencies. By working together on purchasing, procurement and shared charging infrastructure, the transit agencies can transition to electric fleets more quickly and cost-effectively.

CTA and Pace have included very small numbers of electric buses in their 2022 budgets, and their planned capital budgets contain significant additional fossil fuel buses over the next four to five years. If, as planned, CTA and Pace proceed with these purchases, these polluting buses would be on Illinois roads for the next 12 to 15 years, well beyond the time frame in which scientists say we must take action to avoid the worst impacts of climate change.

Many public transit authorities have already begun this transition. Misconceptions on the costs and capabilities of electric buses are easily refuted by the real experience of these transit agencies. Only by working together as a region can we achieve our goals of a robust and clean public transit system. By purchasing only electric vehicles now, CTA and Pace will be joining other forward thinking transit authorities, many of which are far ahead of our region in electrifying their fleets.

To meet our climate goals, we need more people riding public transit, and transit vehicles must be as clean as possible to limit further harm to the air quality and health of our communities, particularly in the most polluted, highest-need areas. Now that electric bus technology has improved and become cost competitive, electrification is the better solution for our environment and public health, as well as the more fiscally responsible choice.

Thank you for considering this decision.

Sincerely,
Susan Zimny



Dear RTA Board of Directors,

I am contacting you today regarding RTA's oversight of CTA and Pace budgets. Public transportation is an essential service upon which thousands rely each year, and we appreciate the efforts both CTA and Pace have made to increase service and reduce costs for riders across our region.

However, transportation is the largest source for greenhouse gas emissions in Illinois, and studies have shown that those areas most frequented by bus routes throughout our region are more at-risk for asthma, COPD, and death from COVID-19. While these buses are an essential public service, public transit should not contribute to the already increased risk of death by residents in these communities. CTA's plan to purchase just 70 electric buses and 1,280 diesel buses in the coming years exacerbates the problem.

Pace's plan to purchase 88 new CNG buses and the corresponding infrastructure, when other similarly sized agencies have determined the climate impacts of ongoing investments in this technology are unequivocally environmentally and fiscally irresponsible. Studies show that even the incremental greenhouse gas emission improvements realized by a natural gas bus are offset by leakage from extraction and transmission of gas. Unburnt fuel at refueling stations and natural gas vehicle tailpipes, coupled with the delivery issues noted, and new sources of methane leakage, combine to make CNG vehicles worse for the climate than diesel vehicles.

In your role as an oversight body, I ask that you help CTA and Pace to step up purchases of zero emission buses in their 2022 budgets to enable them to decarbonize more quickly; that you direct them to eliminate the purchase of fossil fuel buses with firm, near-term target dates; and that you help them step up their purchases of these zero emissions buses in their 2022 budgets, including assisting them in seeking state and federal funding for these purchases.

First Name	Last Name	City	Comments
Anna	Andrushko	Evergreen Park	Diesel engines make a lot of noise while burning the fuel. We need noise reduction on our streets that is causing adverse effects and medical issues that which increase medical care and costs, especially in the city, where lower income population live, located closer to transportation. We need to lower the noise level on our streets according to the world health organization. We are all getting sick with diseases, especially from lack of sleep due to the noise level increasing year after year.
Ann Marie	Arden	Chicago	Please lead the way and take this opportunity to ensure a healthier city and community.
John	Atwood	Chicago	As a Chicago resident senior I fully support this petition.
Ellen	Ayal	Chicago	Save our environment and save our planet. Or we will all perish. No amount of money can help us then.
Elizabeth	Barnes	Chicago	Urgent action is needed to combat climate change.
Matthew	Beach	Chicago	Have you not been paying attention to the news? Time to wake up and join the 21st century. Maintenance costs for electric vehicles are a fraction of the cost of internal combustion vehicles. Internal combustion engines have 800+ parts. Electric motors? 3. Do the math on the avoided costs of parts, parts storage, mechanics, etc. It's a no-brainer.
Aliza	Becker	Chicago	With the climate crises growing more severe each year, now is not the time to purchase vehicles that contribute to the problem. We zero-emission buses to be a priority.
Janelle	Benuska	Joliet	We need electric transition immediately to mitigate further damage to the environment...for now and for future generations!
Rosemary	Beutell	Wheaton	Stop buying old polluting buses and increase buying zero emission electric buses!

First Name	Last Name	City	Comments
Gary	Block	Orland Park	It is my understanding that Chicago, like many large cities, has made a commitment to combating climate change. Please honor this commitment by transitioning to electric vehicles only. Thank you.
Rochelle	Bosy	Bloomingtondale	Non pollutant fuel is the answer for the environment.
Bob	Breving	Chicago	Please purchase more than the 70 busses with zero emissions. We need more non polluting buses and fewer diesel buses.
BettyAnn	Brody Buckbaum	Glenview	Please, Do not allow this travesty to continue. Dirty buses with foul smoking emissions are the worst for the city's image. They make downtown breathing unpleasant and unhealthy.. How can Illinois come close to meeting its clean energy goals with filthy buses.
Mark	Burger	Oak Park	It is time to make the change that will also means lower 10 year overall costs, especially fuel saving and less maintenance and repair. Don't let inertia weight the RTA down!
Leah	Burstein	Evanston	Please help keep the air in our community safe for me, my son, and everyone!
Linda	Cave	Batavia	I understand that the range of electric buses is a factor. I hope you can find ways in your budgeting process to add charging stations, perhaps at Metra stations, for the buses.
Donly	Chorn	Lake Villa	sticking with dirty is crazy
Chris	Churney	Chicago	I ride the transit system every day. Cleaner emissions are a must for us to survive.
Marion	Clemens	Evanston	Chicago should invest in a zero emissions transportation infrastructure and set the stage for other large cities. The better and cleaner our city's public transportation system, the less people will rely on their own cars.
Hillary	Colby	Aurora	As someone who can't drive, I depend on public transportation and I am also a 20 year climate advocate and I want public transit to be as clean as possible.

First Name	Last Name	City	Comments
Pamela	Collins	Chicago	Because suffered from cold and asthma I don't needs anything that going to make me sick or kill me
Beverly Ann	Conroy	Oak Park	We really must stop using fossil fuels immediately!
Judith	Cooper	Chicago	Please electrify your fleet as soon as possible. No more greenhouse gas emissions. Those of us who are constantly exposed to their emissions are depending on you to do the right thing.
J	Cuci	Orland Park	LET'S MOVE TO COMPLETE ELECTRIFICATION OF ALL OF OUR PUBLIC TRANSIT! NO MORE FOSSIL FUELS IN PUBLIC TRANSIT! WE HAVE POLLUTED THE AIR AND HURT OUR PUBLIC HEALTH FOR TOO LONG! MAKE A BOLD MOVE NOW!
Donna	Delin	Lombard	I choke whenever I'm near a diesel vehicle. There is no "clean diesel" engine.
Aja	Delos Santos	Chicago	I want my children to grow up in a world that supports our environment and that is safe for all children!
Hannah	Dembosky	Evanston	If new buses are to be purchased, they ought to be electric. Buying more fossil fuel powered buses just keeps setting us back from our goals of ending climate change and reducing air pollution. If you want to save lives, every reduction in emissions counts, including buying electric buses.
Dawn	Dentzman	Lemont	If you don?t do this who will? We all have to do our part to sustain our earth!
Cynthia	Dopke	Mt. Prospect	As a mother, we need to begin transitioning to renewable energies right now in everything we do for future generations.
Julie	Dorfman	Evanston	We need to cut carbon emissions by45% by 2030. Electrifying buses is an essential piece of the plan. This budget item moves us in the wrong direction!
Ingrid	Durham	Oakbrook Terrace	Chicago has the reputation of being one of the greenest cities in America. The CTA needs to follow suit.

First Name	Last Name	City	Comments
Gaye	Durst	Chicago	I depend on both CTA and Pace for nearly all my transportation needs, so this is very personally important. I'd like my transportation system to become a world leader in all areas, a system other cities want to emulate! Buying this many diesel buses would be a huge step backwards, for an agency already loosing ridership because of terrible leadership decisions (that have led to crime, filth and unreliability) we are all already dealing with. We need to do better!
Rob	E	Vernon Hills	Bicycles are the best. More bike lanes.
Robert	Eischen	Skokie	As a citizen of this World environment, I strongly request that you who are our designated administrators make every effort to replace fossil fuel transportation with zero-emissions. Keeping our good health is a necessity.
Sanaa	El Maazi	Chicago	Hello, I am a frequent CTA user. I usually go to California and enjoy using the electrified public Buses and always wonder why in my city (Chicago), authorities haven't changed things around yet. It seems just normal and obvious, given the climate change issues we live in, to do so. We also need a better air quality. Could you please start looking at implementing such a project? At least in the loop? Thank you.a
Virginia	England	Chicago	PLEASE THINK! and DO WHAT IS BEST: I BELIEVE YOU WILL ALSO POSITIVELY IMPACT YOURBUDGETS - and YOUR OWN CAREERS! :)Regards, Virginia England
Jesse	Fleming	Chicago	I urgently ask you to reject the CTA's current proposed budget, which will continue a disastrous pattern of pollution and health harm in the Chicago area. I do not support this budget as written, and I believe that the CTA and Pace need to demonstrate a more firm commitment to electrification and sustainable stewardship of public good. I ask you to hold them accountable to higher standards. Thank you.

First Name	Last Name	City	Comments
Mario	Fornarelli	Norridge	We need hydrogen fuel cell electric and battery electric buses only. Make hydrogen from renewables and nuclear
Paul	Framcuch	Chicago	Given the option and availability of zero-emission electric buses, why would you even consider a lion's share purchase of carbon-fueled vehicles? Short-term cost savings vs a cleaner environment? This strikes me as archaic thinking.
Jennifer	Futterman	Highland Park	Please guide, direct and work with PACE and CTA to increase the electric fleet more rapidly and reduce CNG bus purchases. Electric buses offer the highest level of clean air for the communities who rely the most on them. CNG production and transmission is wrought with problems and dangers, often in environmental justice communities. You have a responsibility to the future and these communities, please act on it.
Jeff	Gahris	Wheaton	A quicker transition to electric buses is not only possible, but essential if we are to make any headway toward a clean economy and a better climate. Investing in fossil fuels only delays what we need to do. Let's be leaders and do the right thing for Illinois and the world.
Bonnie	Gahris	Wheaton	Please think long term gain (clean air, low maintenance costs, clean electricity) versus short term disaster and purchase electric busses, not polluting diesel busses.
William	Gale	Oak Park	Time to go electric. Beijing has done this. Why are we always lagging here?
Carol	Gayle	Lake Forest	We not only have to PLAN for the greater use of electric power on busses and trains, we need to ACT.
Janice	Gedmin	Arlington Heights	Climate change matters to me, and the time is now to envision something different so future generations can live in a world that cares about sustainability and justice.

First Name	Last Name	City	Comments
Christine	George	Chicago	I ride a CTA bus every day to work when I decided to get rid of my fossil fuel car. As a tax payer, citizen and rider, I want my public vehicle to also not contribute to global warming and the poor quality of air in this city (I have a heart condition).
Robert	Glogovsky	Elmhurst	In the long run it will become more cost effective
Robert	Grannick	Evanston	This is very important for the health and welfare of both riders and the general public.
Julie	Griffith	St. Charles	The time to change to electric is now. No more dirty unhealthy fossil fuels.
Linda	Groetzinger	Chicago	Let's get real, folks. Fossil fuel belongs UNDER ground. We might "save money" in the short run but we are headed for a shorter life for our grandchildren. Please!
Raymon	Grossman	Lincolnwood	We need to protect our children and grandchildren and set the right example for others in going forward.
Jane	Hagstrom	Chicago	Continuing our fossil fuel dependence is leading us towards a world we do not want our children to have to live in!
Gavin	Hamilton	Chicago	Chicago needs to lead on climate.
Robert	Handelsman	Evanston	Help stop climate change
Larry	Hanes	Geneva	I cannot imagine that our public agencies can be so short-sighted in considering purchases of equipment that will be spewing pollution into the air for years to come. The time is now to commit to purchasing only electric buses for a clean future for Illinois. Thank you.
Kimberly	Hart	Chicago	It may seem cost effective to purchase dirty energy vehicles in the short-term.....but not in the long-term not so....look at the research. Be smart in business and in supporting a cleaner energy environment.
Labros	Hatzilabrou	Chicago	Climate change is destroying our lives. Please do NOT buy fossil fuel powered vehicles. There are better options out there. Thank you!

First Name	Last Name	City	Comments
Robert	Henkin	Chicago	We must show leadership in the struggle to recover our climate. Only by using emission free vehicle can we truly achieve this end.
Jerry	Herst	Evanston	There is no reason not to invest in our future by investing in all electric buses. Please get off of gas and diesel power Thank you
Debra	Hill	Glenview	More electric buses would make a bigger impact on the huge emissions problem contributing to our damaging climate changes. We must reverse this trend while we still can!
Barbara	Hill	Palatine	We all need to act NOW to minimize climate change. Bold steps are needed to leave a habitable planet to the new generation.
Alex	Hlavacek	Chicago	Please consider purchasing additional zero emission buses!
Irene	Hoffman	Highland Park	Please help keep IL green and a healthy place to live. What are you waiting for? Instead of adding to the air pollution, take a stand now so there will be less damage to fix in 2040. BE BRAVE- TAKE A STAND- switch to greener transportation choices and set an EXAMPLE for the rest of the state! PLEASE.
Donna	Hriljac	Bull Valley	Please purchase zero emission buses. I believe that it is important to seek state and federal funding for these purchases. There is no need to increase air pollution along these paths.
James	Iberg	Evanston	As the owner of an electric car, I know how quiet and exhaust-free EVs are. Please transition!
Habib	Ismail	Hanover Park	Yay
Laurel	Kaczor	Palatine	We all deserve clean air. Reject CTA and Pace fossil fuel bus purchases.
Edwina	Kadera	Warrenville	Diesel engines were initially designed to run on plant based oil. Convert your diesel engines back to plant based oil and be the best! Much cheaper too. Don't run fossil fuels any longer.

First Name	Last Name	City	Comments
Dorothy	Keating	Chicago	We must do everything to go electric as much as possible! Too many illness otherwise and we must preserve our breaths!!
Melinda	Keith-Singleton	Wheaton	Please choose only carbon neutral buses. No more fossil fuel run buses ever!
Joanne	Kelly	Evanston	This is my second letter on this issue and I will keep writing and advocating for the purchase of electric buses in the Chicagoland area. Adding only 70 electric buses and over 1200 diesel buses DOES NOT make any sense in light of the state of our climate and the planet. As someone who has respiratory issues and a daughter with asthma, I am strongly requesting that the RTA Board of Directors insist that CTA and Pace electrify their fleets now.
Anne	Kleb	Aurora	I have had the wonderful experience of driving behind an electric PACE bus in my city. I can breathe so much easier without the offensive exhaust that spews from fossil fueled buses! The difference is remarkable! Please demonstrate that you will take action to prioritize the health of Chicagoans! Continuing to purchase fossil-fueled buses feels like sealing the coffin when the commonsense option of purchasing electric buses is so obvious. You have the opportunity to make the ethical choice for the future - do it now!
Johnna	Knabr	Chicago	Public transportation is essential to lower income families and sadly they are more likely to suffer from asthma and air pollution has a bigger impact on them. We need to protect these families from the impact of the use of fossil fuels to promote equity in our society.
Paul	Kopka	Bolingbrook	Please use more zero emission buses to help have a great clean future for our grandchildren. Thank you!
Douglas	Kowalewski	Lake in the Hills	How can fossil fuel transportation even be considered with the climate crisis???????
Darlene	Kramer	Belleville	Considering buses have an extended time of usage, new fossil fueled buses will NOT help the climate crisis looming now

First Name	Last Name	City	Comments
Michelle	Kramer	Highland Park	Please commit to purchasing only electric buses. These buses will be running for many years, and an electric fleet will be better for our planet, our lungs, and is more financially responsible. Thank you for your consideration.
Robert	Kuehnau	Chicago	We need to be a leader, not a laggard in NE Illinois. Please set the right example and help make a better future for generations to come.
Susan	Lannin	Chicago	Electric buses are far better for the environment. They produce significantly lower greenhouse gas emissions than diesel, diesel hybrid, and natural gas-powered buses. Electric buses reduce air pollution, delivering important societal benefits, including avoided healthcare expenses resulting from cleaner air.
Larry	Larson	Naperville	With the ongoing threat of the climate crisis, Chicagoland public transit agencies must commit and stop buying polluting fossil-fuel powered buses.
Jerry	Latherow		Please use our tax dollars responsibly, improving our environment and health for many years ahead.
Kristin	Lems	Evanston	I am a frequent user of RTA buses. I hardly ever see an electric powered bus! This is appalling in 2021!
Alex	Lerma	Chicago	Chicagoland and its citizens need zero emission vehicles for public transit and its RTA's responsibility to honor this. Please think long term and make the right decision now.
John	Lillig	Chicago	I am a regular bus rider on both CTA and Pace and would welcome their support of preserving the Earth for future generations.
John	Lillig	Chicago	I am a regular bus rider on both CTA and Pace and would welcome their support of preserving the Earth for future generations.

First Name	Last Name	City	Comments
Vera	Lind	Batavia	Purchasing fossil-fuel buses in 2021 is just plain ignorant or absolutely irresponsible! Electric buses exist. Why would you decide to contribute even more to the environmental damage of greenhouse gases when the damage is already so obvious? How bad do temperature and other weather events have to get?
Jennifer	Linton	Chicago	Local transportation planning towards a green future is lacking compared to other major cities. Our region needs a solid transition plan NOW. Step up to the leadership necessary for a livable future.
Gary	Littlefield	Geneva	The city, and the world, require zero-emission vehicles. Diesel buses are contributing greatly to serious climate damage. PLEASE do the right thing.
Dan	Lombardi	Lombard	Now is the time to focus on bus transportation that will align with the global need to reach a zero carbon emission future. Today is the day to make an important step forward for the future of your riders. Reduce the 2022 budget's dependency on diesel vehicles.
Jessica	Lorber	Deerfield	Please reconsider the purchasing of new equipment that relies on natural gas. This is an amazing opportunity to electrify Chicago's fleet and lead by example.
Nancy	Luiz	LaGrange Park	When planning for the future, please prioritize clean energy.
Kimberly	Lyins	Chicago	My apartment is only feet from a CTA bus route. A wonderful convenience and also a health risk. Please move forward and support innovations in transportation technology that reduce the ecological and human health risks. Do the right thing.
Joshua	Mark	Skokie	Buses are visible and integral to the city and suburbs. Be a leader and get all the good PR that goes with that. Go Green!
John	Marro	Chicago	If we don't protect our wildlife and environment now it's going to be too late. We have to speak for those who can't speak for themselves and be the voice for the voiceless.

First Name	Last Name	City	Comments
Patricia	Martinak	Riverwoods	As an individual, I am trying to reduce my impact on climate change, and hope you will do the same. Set an example for the rest of Illinois!
Tracey	McFadden	Elburn	This is very serious. Please do not purchase any more Diesel or CNG busses. Chicago will look very bad on the national stage as well as the international stage. It will appear we care nothing about the health of Chicago citizens as well as climate change. There is no such thing as "clean diesel" it's merely a insincere effort by the bus companies to profit off our ignorance. CNG is no better. It only provides a very marginal decrease in emissions. Electric Buses are the only solution. Let's not go backwards in technology. Electric buses are viable right now so make Chicago proud! Thank you for your consideration.
Sarah	McGowan	Geneva	Please accelerlate plans to transition all buses to zero-emissions electric buses. We need to act quickly and boldly to reduce greenhouse gas emissions from diesel buses and stop the climate crisis while there is still time! Our future and the future of our children depends on it. Thank you! We can do this!!!
Frank	Merrit	Glen Ellyn	Climate change is quickly becoming a major issue for most Americans. In another decade, it will be the overriding concern. Through the passage of CEJA, Illinois has become a leader in the movement to reduce CO2 emissions as quickly as possible. A decision to buy more gas-powered buses now, as opposed to electric ones, flies in the face of this. By the end of this decade if not much sooner, it will be recognized as extremely and inexcusably short-sighted. I urge you to purchase electric buses now, or to postpone the purchase decision for another year.
Maureen	Michael	Berwyn	The air in Chicagoland is already bad, why make it worse?

First Name	Last Name	City	Comments
Thomas	Moore	Shorewood	Come on. We need Chicago and Illinois to set an example for the rest of the country, especially those in republican controlled states, who have ignored the effects and consequences of climate change.
Kimberly	Mullarkey	Aurora	At this point in time we need to take drastic measures, please do not buy more diesel buses.
Rosemary	Naseef	La Grange	Please help to improve air quality here in Chicago and join the movement to mitigate climate change. Now is the time to make these changes!
Briana	Naseer	Chicago	It's imperative that we do everything in our power to stop using fossil fuels. I'm an avid rider of CTA buses, and riding on an electric bus would make my commute even more sustainable.
Richard	Nelson	Richton Park	Wake up please
Elizabeth	Nishiura	Chicago	I live in Chicago and breathe the air. I want clean and safe public transportation for our community!
Andrea	Nosek	Highland Park	Please don't order more fossil fuel busses!
Laura	Oftedahl	Mundelein	I am blind and rely on transit, and am exposed to alot of exhaust as I wait at terminals - and hate it. Thanks.
Andrew	Panelli	Homer Glen	We really need to electrify our bus fleets as fast as possible. Our citizens with lung issues, like me, need cleaner air.
Susan	Pastin	Chicago	I'm HORRIFIED that the CTA and PACE would even consider anything other than zero-emission buses at this point!
Joe	Peddle	Highland Park	I believe it's time to seriously take battery powered busses into consideration. I believe the economics and efficiency are there and the gains will be bountiful. Thanks
Olivia	Petrides		Do the right thing for our future - DON'T buy vehicles that rely on fossil fuels!
Laurie	Poelking	Arlington Heights	It's time to recognize that environmental issues must trump budget issues almost every time. Invest in transportation that causes less harm to the environment.

First Name	Last Name	City	Comments
Bruce	Ratain	Chicago	Investments today lock us in for years to come--a stronger investment in electrification (at least hybrids) sends a strong message, and reduces both economic and health operating costs. Please be a part of our transition, rather than retrenching us in old technology.
Scott	Reed	Chicago	Dear RTA Board of Directors, Greetings and thank you for your service to those who by choice or necessity ride public transportation in Chicagoland. If you aren't fully informed about the immediacy and scope of our climate problem, I urge you to become fully informed before you decide to buy diesel powered buses. Once you are fully informed, which may take some work and serious reflection on your part (as it certainly did for me), you won't touch fossil fuels with a ten foot pole... ever again. You will know, down on a deep, instinctual level, that to buy fossil fuel buses is to deliberately sanction the continued harm of countless numbers of living things (including people, including your loved ones). In fact, once you are fully informed about our climate degradation, you will acquire an urgency to change everything in your personal power to not contribute to the buildup of atmospheric carbon dioxide. Once fully informed, you will know, with certainty, that investing in amplifying this problem is immoral. Once Again, Thank You
Monica	Regan	Homewood	Our air in the Chicago metro area is filthy. Please do the right thing for all of the residents like me who suffer from lung disease through no fault of their own.
Michael	Reich	Glendale Heights	While zero emission buses may cost more in the short term, it's absolutely mandatory to make bold choices to save the environment now. The CTA and PACE must begin to switch away from fossil fuels now.
Sona	Rejebian	Evanston	Nobody wants to breathe the exhaust from buses running on fossil fuel!
Robert	Revels	Evanston	Your attention to the climate crisis reality is appreciated.

First Name	Last Name	City	Comments
Carl	Ross	Riverside	Stop buying fossil-fuel buses. Go 100% electric now.
Jonathan	Samuel	Chicago	As far as CTA is concerned, I'd also like to see more articulated buses and with 3 doors instead of 2.
Marjorie	Schaafsma	Evanston	We actually breath the air that buses create.
Stacy	Schikman	Chicago	Electrify our bus fleets faster!
Stephanie	Schlegel	Chicago	I have two children that will soon be taking public transit every day to get to high school. They deserve a cleaner future than the RTA has committed to. Please lead the way and get as many zero emission vehicles as possible.
Connie	Schmidt	Warrenville	With the advantages of CEJA and federal legislation clean transportation should be more easily accessible than ever.
Suzy	Schulman	Highland Park	Please do the right thing and support the health of Illinois residents and our planet by ordering zero emission buses and eliminating fossil fuel buses!
Dorothy	Scott	Evanston	Climate change is an existential crisis. The RTA should be helping, not adding to the problem.
Diane	Scott	Westchester	We cannot continue denying the reality of harm we do to our environment, and our health with greenhouse gases. We need to expedite the transition to zero-emission transportation methods now!
Jerome	Seidenfeld	Chicago	Your decisions to order more than 18-fold more carbon dioxide-emitting buses than all-electric buses (1,280 of the former versus 70 of the latter) is unconscionable! Our legislators and governor committed the state to electrification of the public transport sector by passing CEJA this year. For the sake of all citizens in our metropolitan area, do your part and flip those numbers!!!
Nora	Sharp	Chicago	I want Chicago to stand up as the world class city it is, and one way we do that is through having a stellar, clean energy public transit system! This is not only a point of pride, it's more possible than ever. Please make it happen!

First Name	Last Name	City	Comments
David	Sincox	Chicago	I am public transit rider, and a voter. Thank you for your attention to this important matter.
Christine	Skolnik	Highland Park	Governments can not pretend not to know the negative health impacts of fossil fuel emissions. They are not cigarette companies. Not acting on this issue is simply and clearly *criminal* negligence. Find the money. Chicago is a wealthy city in a rich country (by definition).
R	Slone	Chicago	As a CTA user, I oppose the purchase of CNG fueled buses. Instead I support the purchase of zero emissions buses to help our region meet its climate goals and foster cleaner air for all of us.
Susan	Spengler		Let's go green so we can breathe!
Laura	Sperstad	Joliet	It's time to think about the future- please
Katherine	Stabb	Oak Park	As a young person, environmental legislation is incredibly important to me, as it will shape the world that my generation inherits. I hope to live in a world where we don't have to worry so much about vehicle pollution and the health problems it causes. We may leave behind the environmental injustice that we see today in the higher asthma rates in mainly minority communities. Also, I am worried that if we don't make a prompt transition away from fossil fuels, the already damaging effects of the climate crisis will get far worse. Please help decarbonize Illinois by investing in fossil-free buses before natural gas and diesel buses can cause further harm to our planet.
Seth	Stein	Glencoe	RTA should use our tax money for clearer air! We need and deserve it!
Benjamin	Stern	Chicago	We can do better
D Serrie	Stern	Chicago	We need to fight climate change in every possible way whenever an opportunity presents itself!
Jennifer	Stratman	Oak Park	Let us all be conscious of the everyday choices we make. The short term monetary costs are not the only costs born by our decisions. Let's go zero-emissions for the future.

First Name	Last Name	City	Comments
Taylor	Strickland	Chicago	As an Illinoisan who uses the CTA system daily, I am glad that you have made efforts to make this service available for all. To ensure that it remains available to all without putting some at risk of chronic health conditions, making the switch to electric sooner is one of the best changes that can be made. Thank you for your time.
Richard	Stuckey	Chicago	Please... No more internal Combustion powered buses. Only buses that run on clean sustainable electricity are acceptable in 2022 and beyond. You are not taking climate problems seriously if you even consider buying more ICE powered buses.
Jacqueline	Taylor	Chicago	Please make the conscious effort and decision to modernize and protect our natural resources!
Brigid	Trimble	Elgin	The future depends on wise choices that are made with the health of the community in mind. Forward thinking decisions will help Chicagoland prepare for the changes that are occurring regarding climate change.
Mary	Vazquez	Chicago	As a daily rider of the CTA, that uses the Jefferson Park terminal, I would appreciate buses that are fossil free. Since Jefferson Park is a main terminal, there are buses, CTA and Pace, running through this area and the air quality is bad. Also, with the passage of CEJA, it makes no sense to purchase vehicles that are not using clean energy, these planned purchases directly contradicts this popular legislation.
Donald	Viecelli	Arlington Heights	You cannot achieve Governor Pritzker's net-zero emission goals by purchasing diesel and CNG buses in your budgets. Make the change to EV buses now.
Christian	Wagenbreth	Chicago	Purchase decisions should include environmental concerns.
Jeanie	Wallenstein	Chicago	Isn't it 2021?? Get serious! This is our world and you have a big influence and a historical responsibility. Be on the right side!
Mary	Warren	Wheaton	We need to get cracking on our carbon neutral goals!!

First Name	Last Name	City	Comments
Mark	Weitekamper	Chicago	we must transition now, not later. the benefits will outweigh costs
Amy	Wells	Chicago	I am a regular CTA/Pace rider. I'm concerned about my and others' health while riding and waiting for the bus. (I hope you are transitioning to cleaner tech for Metra as well). People deserve to live their everyday lives without worrying about health problems caused by combustion engines.
Rinda	West	Chicago	Please prioritize zero emission buses to protect the health of young people (and old people) and our planet!
Sandra	White	River Forest	electric buses. make much more sense
Terry	Witt	Barlett	Our world needs us to act responsibly in every action we choose. You have significant leverage to save our environment. Please do.
Kyle	Wrobel	Chicago	Please reconsider and reject any purchases of fossil fuel burning transportation. We need to start moving away from the use of fossil fuel burning vehicles and start using cleaner modes of transportation. Taking action now will ensure our children and their children and all that come after will have a clean, healthy and biologically diverse home well into the future.
Lisa	Zhao	Libertyville	This is a step in the wrong direction. Our climate is already deteriorating and I want Illinois to move toward electric buses instead of continuing to pollute our air.
Angie	Affolter	Mundelein	
James	Aguirre	Elmhurst	
Sana	Aktar	Des Plaines	
Linda	Andrews	Mokena	
Morris	Applebaum	Berwyn	
James	Arendt	Chicago	
Carol	Arrington	Brookfield	
Peter	Ayres	Naperville	
Kenneth	Balmes	Island Lake	
Mary	Barbezat	Elgin	
Brent	Barnes	Chicago	
Donna	Barrett	Buffalo Grove	
Sarah	Bender	Chicago	
A	Benesch	Skokie	

First Name	Last Name	City	Comments
Julie	Berberi	St. Charles	
Pauline	Berberian	St. Charles	
Jessica	Beverly	Woodstock	
Katie	Binhack	Chicago	
David	Bishop	Chicago	
Matt	Blackall	Chicago	
Ann	Blanchard	Rolling Meadows	
Stephanie	Bliese	Elmhurst	
Jeremy	Bohlin	Plainfield	
Beth	Braun	Chicago	
Karen	Bravo	Park Ridge	
Jessica	Brinson	Chicago	
Nancy	Brown	Evanston	
Debroah	Brown-Ridley	Aurora	
Rachel	Brustein	Chicago	
Jeff	Buckley	Chicago	
Bradley	Budnik	Highwood	
Jennifer	Calcara	Elk Grove Village	
Peter	Carey	Chicago	
Don	Carlson	Warrenville	
Sherri	Casterline	Campton Hill	
Floyd	Catchpole	Joliet	
John	Chamness	Morton Grove	
Ann	Chang	Elk Grove Village	
Bruce	Christopher	Hoffman Estates	
Kathryn	Cooper	Hickory Hills	
Gustavo	Cortez	Chicago	
Colin	Cosgrove	Chicago	
Andy	Daglas	Chicago	
Jody	Davidson	Indian Head Park	
Donna	Davis	Rolling Meadows	
Peter	Dempsey	Ingleside	
William	Diamond	Naperville	
Paul	Dickerson	Oak Park	
Kathryn	Dittenmore	Chicago	
Marilyn	Domke	Evanston	
Peter	Draper	Chicago	
Renata	Dubiel Olvera	Oak Lawn	
Bonnie	Duman		
Eric	Edwards	West Chicago	
Amanda	Ehrenford	Chicago	
Kathy	Engert	Wilmette	
Katie	Evans-Bartley	Chicago	
Renee	Ewing	Gurnee	
Maria	Faisal	Elmwood Park	

First Name	Last Name	City	Comments
Shirley	Fastner	Chicago	
Janice	Figman	Evanston	
Tessa	Fischer	Deerfield	
Marianne	Flanagan	Des Plaines	
Pat	Fojtik	Palos Hills	
Ann	Foster	Evanston	
Adam	Freeman	Evanston	
Lawrence	Frey	Villa Park	
Louise	Friedenson	Des Plaines	
Jane	Friedman	Chicago	
Victoria	Fuller	Chicago	
Tony	Fuller	Chicago	
Carolyn	Funk	Homewood	
Jay	Futterman	Highland Park	
Trina	Garcia	Joliet	
Linda	Gaska	Sugar Grove	
Bob	Gendron	Chicago	
Roberta	Giblin	Villa Park	
Lauren	Gioe	Hoffman Estates	
Karen	Glennemeier	Wilmette	
Kate	Gnadt	Schaumburg	
Bernadette	Godley	Chicago	
Joyce	Good	Chicago	
Mary Ann	Gottlieb	Chicago	
Marcus	Gottlieb	Deerfield	
Christian	Graca	Niles	
Keir	Graff	Chicago	
Leona	Grage	Wood Dale	
Kendell	Granberry	Chicago	
Sharon	Granger		
Rachel	Granneman	Chicago	
Tony	Gray	Chicago	
Jeff	Green	Glenview	
Wendy	Greenhouse	Oak Park	
Geoffrey	Greer	Oak Park	
Mark	Grotzke	Palos Heights	
Valerie	Gunn	Chicago	
N	H	Schaumburg	
April	Haffner	Tinley Park	
Terry	Haggerty	Chicago	
Brad	Hanahan	Libertyville	
Avi	Handelsman	Chicago	
AG	Hansen	Crestwood	
Clarence	Harris	Lansing	
Barb	Hauser	Oak Park	

First Name	Last Name	City	Comments
Grace	Hawk	Chicago	
Andrew	Hellinger	Chicago	
Cheryl	Henley	Evanston	
Nicole	Hilkovitch	Vernon Hills	
Alvin	Hill	Chicago	
Andrew	Hoffman	Morton Grove	
Kayla	Hogan	Chicago	
Barbara	Holowczak	Elmwood Park	
Jerome	Hossli	Chicago	
Gary	Houston	Chicago	
David	Hudzinski	Chicago	
Steve	Jahraus	Lake Bluff	
Alexander	Jones	South Elgin	
Kate	Julian	Wilmette	
Timothy	Kaffer	Wheeling	
Timothy	Kaffner	Wheeling	
Yana	Kalmyka	Chicago	
Gregory	Kessler	Sleepy Hollow	
Robert	Killeen	Chicago	
Linda	King	Lindenhurst	
Bob and Mary	Kingsbury	Mundelein	
Rebecca	Kling	Chicago	
Ron	Kochman	Kenilworth	
Simon	Kogucki	Lagrange Highlands	
Ruth	Kotwica	Buffalo Grove	
Michelle	Kramer	Highland Park	
Barbara	Krantz	Chicago	
Dennis	Kreiner	Carpentersville	
Bruce	Krummenacher	Warrenville	
Clarence	Krygsheld	Bolingbrook	
Karen	Kuhnle	Wheeling	
Liz	Kunkle	Winnetka	
Alison	LaBarge	Carol Stream	
Delphine	Labbe	Chicago	
Julia	Lacayo	Clarendon Hills	
Tom	Laue	Evanston	
Susan	Laue	Evanston	
Kenneth	Lee	Chicago	
Blake	Lenoir	Chicago	
Diana	Lewis	Buffalo Grove	
Erik	Lillya	Chicago	
Rachel	Lindsey	Chicago	
Cynthia	Linton	Chicago	
Amy	Lippert	Elmhurst	
David	Llwellyn	Naperville	

First Name	Last Name	City	Comments
Stephane	Loubere	Chicago	
Alex	Lubertozzi	Oak Park	
Eric	Luu	Wilmette	
M	Lynne	Lincolnwood	
Suzan	Mahal	Bolingbrook	
Leslie	Malz	Arlington Heights	
Carolyn	Marsalek	Chicago	
Joyce	Mast	Champaign	
Mary	Matthews	Lake Forest	
Ann	McCabe	Chicago	
Peggy	McClanahan	Chicago	
Ryan	McIntyre	Chicago	
Robert	Meeker	New Lenox	
Christine	Melone	Wheeling	
Zahra	Merchant	Chicago	
Thomas	Miceli	Wadsworth	
Mike	Mieszala	Gurnee	
Kyra	Mikala	Aurora	
Katie	Miley	Glen Ellyn	
Darren	Miller	Wheaton	
Harold	Millet	Campton Hills	
D	Millett	Chicago	
Norman	Milsk	Chicago	
Alicia	Misna	Naperville	
Elizabeth	Morrise Downie	Winnetka	
Mark	Muehlhausen	Schaumburg	
Jose	Munoz	Chicago	
Michael	Nash	Chicago	
Adrienne	Naumann	Skokie	
William	Neill	Chicago	
Sonia	Ness	Elk Grove Village	
Mady	Newfield	St. Charles	
Carol	Ng		
Alice	Niles	Evanston	
John	Novak	Chicago	
June	Novalich	Berwyn	
Patricia	Nuccio	Mount Prospect	
Bonnie	Ognisanti	Skokie	
Ben	Ogren	Crystal Lake	
Kevin	ONeill	Aurora	
Kevin	O'Neill	Aurora	
Douglas	Ower	Zion	
Jen	Packheiser	Oak Park	
Tim	Paul	Chicago	
Morgan	Paulus	Chicago	

First Name	Last Name	City	Comments
Bernadette	Payne	Chicago	
Karen	Peterson	Northbrook	
Tyler	Peterson	Chicago	
Julie	Pietryla	Indian Head Park	
Sigrid	Pilgrim	Evanston	
Jennifer	Pingle	Arlington Heights	
Robin	Pinsof	Highland Park	
Eugene	Plantz	Woodstock	
Mark	Porter	Chicago	
Jo Ann	Potashnick	Chicago	
Johnna	Poteraske	Darien	
Christine	Pylypowycz	Chicago	
Patricia	Quast		
Louise	Quillman	Lake Forest	
Carson	Ram	Deerfield	
Katty	Regalado	Chicago	
Cindy	Rehberg	South Elgin	
Mary	Reinertson	Oak Forest	
Gregory	Reingruber	Brookfield	
Veronica	Renteria	Chicago	
Amador	Rivera	Chicago	
Elizabeth	Roberts	Chicago	
Elizabeth	Roberts	Chicago	
Jesus	Roman		
Kathleen	Rooney	Chicago	
Nadine	Roth	Oak Park	
Karen	Rutz	Evanston	
Nancy	Salefski	Glenview	
Janice	Sanes	Libertyville	
Alice	Schaff	Wilmette	
Gabby	Schelthoff	Lisle	
William	Schewe	Wheaton	
Kathleen	Schillo	Chicago	
Christine	Schmidt	Schaumburg	
Rick	Schoenfield	Westchester	
Steve	Schueth	Chicago	
Cecilia	Seabrook	Crest Hill	
Julie	Shackelford	Woodridge	
Georgia	Shankel	Chicago	
Martina	Sheeham	Chicago	
Jeff	Shelden	Chicago	
Pamela	Shimizu	Chicago	
Sam	Sibley	Evanston	
Veena	Singwi	Evanston	
Alexandra	Sipiora	Chicago	

First Name	Last Name	City	Comments
Steve	Sipos		
Mark	Snawadzki	Chicago	
Ellie	Sovcik	Western Springs	
Robert	Stanley	Highland Park	
Sharon	Starr	Libertyville	
Burton	Steck	Chicago	
Camilla	Stefl	Chicago	
Tom	Stone	Highland Park	
Donna	Stone	Highland Park	
Joyce	Strombeck	Berwyn	
James	Stuhlmacher	Wheaton	
Angelo	Sturino	Harwood Heights	
Florence	Sullivan	Chicago	
Vicki	Szech	Libertyville	
Michelle	Taufmann	Chicago	
Caroyln	Taylor	Wilmette	
Carla	Taylor	Minooka	
Bill	Theisen	Northbrook	
Christy	Thielen	Chicago	
Thomas	Valente	Chicago	
Deanna	Vaughn	Chicago	
Eberhard	Veit	Crystal Lake	
Wendy	Vernon	Carol Stream	
Dorothy	Vondrasek	Burbank	
Steve	Wade	Glenview	
Terrence	Ward	Midlothian	
Patricia	Ward	St. Charles	
Bill	Weigel	Roselle	
Sarah	Weigel	Chicago	
Jack	Whitney		
Tom	Williams	Waukegan	
Dawn	Williams	Orland Park	
Linda	Winn	Woodstock	
Anna	Witt-Kite	Waukegan	
Christopher	Wren	Highland Park	
Janet	Yoshida-Gordon	Chicago	
Mike	Zanillo	Kildeer	
Karin	Zygowicz	Lansing	
M A		Evanston	