FTA’s New Starts Process

- Concept Development
- Alternatives Analysis Study
  - Preliminary Engineering
  - Environmental Impact Statement
- Final Design
- Construction
- Operation

Typically 10-15 Years
Alternatives Analysis Process

Evaluation Criteria:
Increasing Level of Detail

Alternatives:
Decreasing Number of Alternatives

Screen 1
Public Input
May 2006

Screen 2
Public Input
Sept. 2006

Screen 3
Public Input
Mid 2007

LPA
Late 2007

Screen 1
Screen 2
Screen 3
LPA

Bus Rapid Transit
Light Rail Transit
Heavy Rail Transit
Mostly Elevated

Heavy Rail Transit
Limited Elevated
Community Participation

• Community Participation is a Key Component of the Alternatives Analysis Study
  - Elected and Appointed Officials
  - Community and Civic Organizations
  - General Public
  - City and State Agencies

Input steers Circle Line

The public input — collected in three community meetings in May and released in July — will play a major role in the CTA’s selection of Circle Line corridors and technology.

The CTA-proposed Circle Line aims to connect commuters to destinations outside of the Loop without requiring them to transfer to the Loop for a transfer. The line also could link CTA rail lines and Metra lines.

CTA says a Circle Line would drastically shorten travel times, particularly between destinations such as O’Hare International Airport, Midway Airport and the United Center. The study area for the Circle Line is bounded by Fullerton on the north, 36th Street on the south, and a Joint Venture
Purpose and Need

• Transportation Needs
  - Growth in population and employment
  - Access to activity and employment centers
  - Changing travel patterns (non-Loop destinations)
  - Connecting among transit modes
  - Increasing transit travel options for residents
  - Congestion and lengthening travel times

• Purpose of Transit Investments
  - Increase transit access between neighborhoods
  - Improve access to major regional activity centers
  - Improve CTA and Metra transfer connections
  - Increase regional transit system efficiency
  - Leverage existing regional transit infrastructure investments