

**Federal Transit Administration's
New Starts Process**



Circle Line Alternatives Analysis Study

September, 2006

Tonight's Speakers

- **Darud Akbar – Moderator**
 - Chicago Transit Authority
- **Jeffrey Sriver – Project Manager**
 - Chicago Transit Authority
- **Jim Czarnecky – Project Manager**
 - DMJM+HARRIS/CTE



Schedule for Tonight's Meeting

- **Structure of the Meeting**
- **Questions and Answers Process**
 - **Submit Your Comments in Writing on Comment Cards**
 - **Similar Comments Submitted Tonight will be Answered in Groups To Maximize Questions Answered in Time Allowed**
 - **All Comments will be Addressed and Posted on CTA's Web Site**
- **Signer and Translators are Available**
 - **Levante la Mano si Usted Requiere Traducción en Español**
 - **備有手語與翻譯人員**



Outline of the Presentation

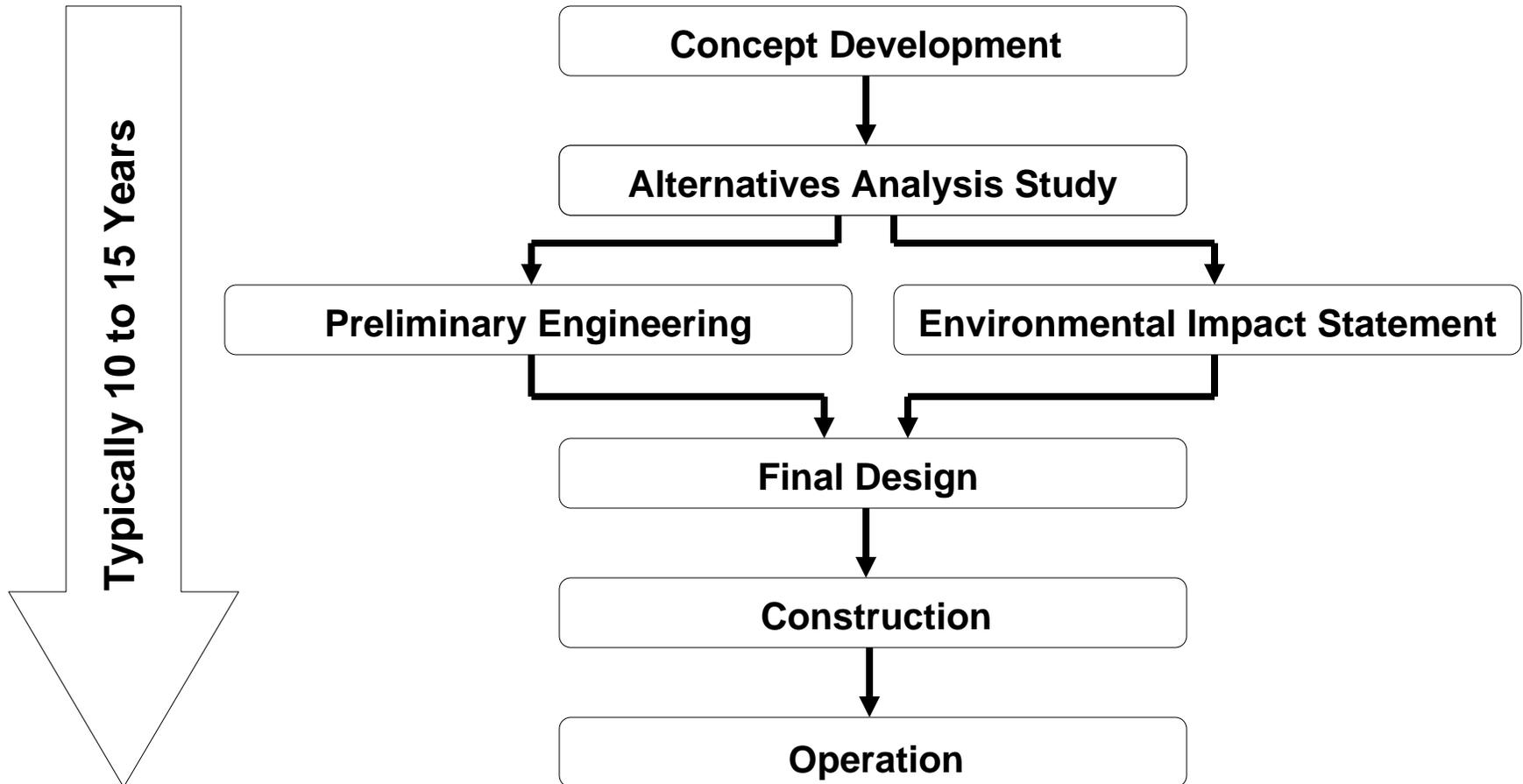
- **Status of the Alternatives Analysis Study**
 - New Starts Overview
 - Screen 1 Findings
- **Screen 2 Preliminary Findings**
 - Completing the Alternatives Analysis Study
- **Public Involvement Process**



Status of the Study



FTA's Required New Starts Process



Circle Line Alternatives Analysis Study



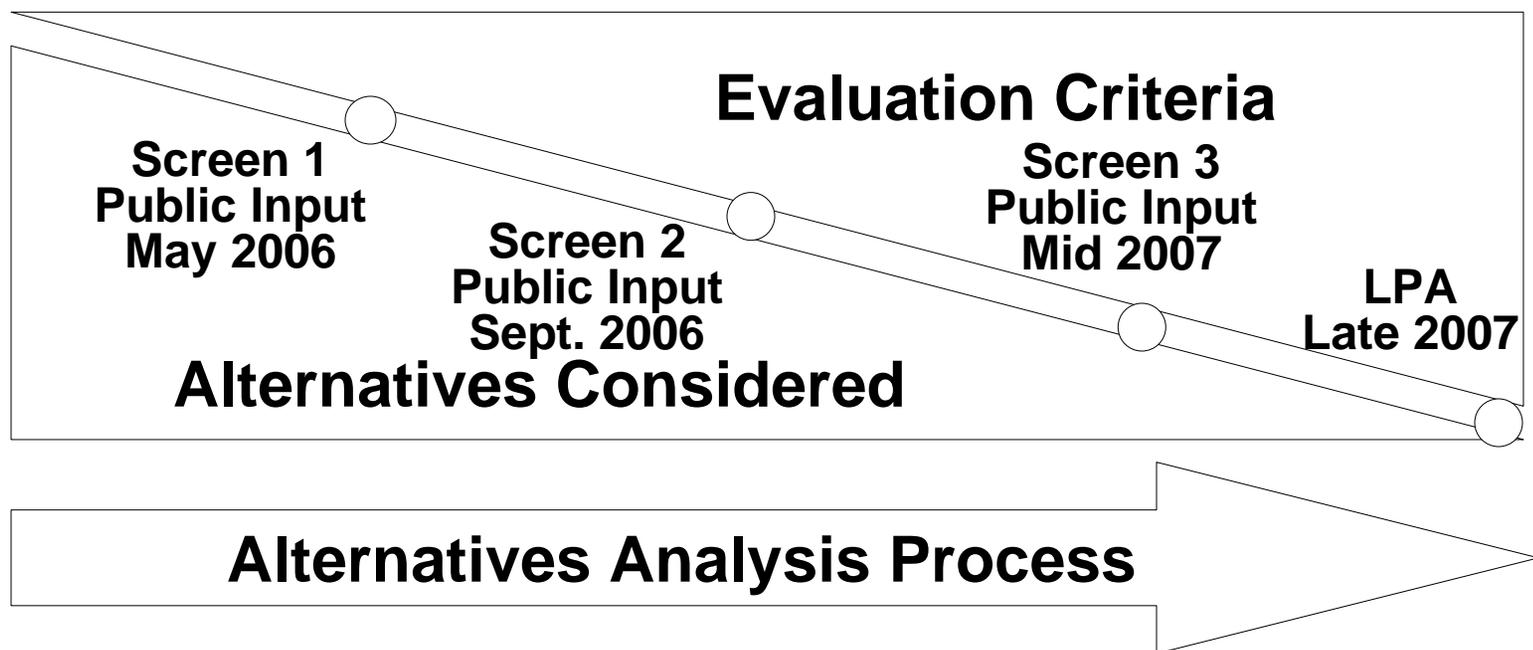
Alternatives Analysis (AA) Studies

- **Requirement for Federal Funding for Transit Expansion (FTA New Starts Grant Program)**
- **Identifies Transit Opportunities and Ensures All Practical Solutions are Considered**
- **Ensures Planning is Consistent Among All New Starts Projects**
- **Opportunity to Provide Information and Receive Public Input**
- **Identify Locally Preferred Alternative (LPA)**



FTA Evaluation Process

Progressively fewer alternatives are studied with additional evaluation criteria until a Locally Preferred Alternative (LPA) is identified.



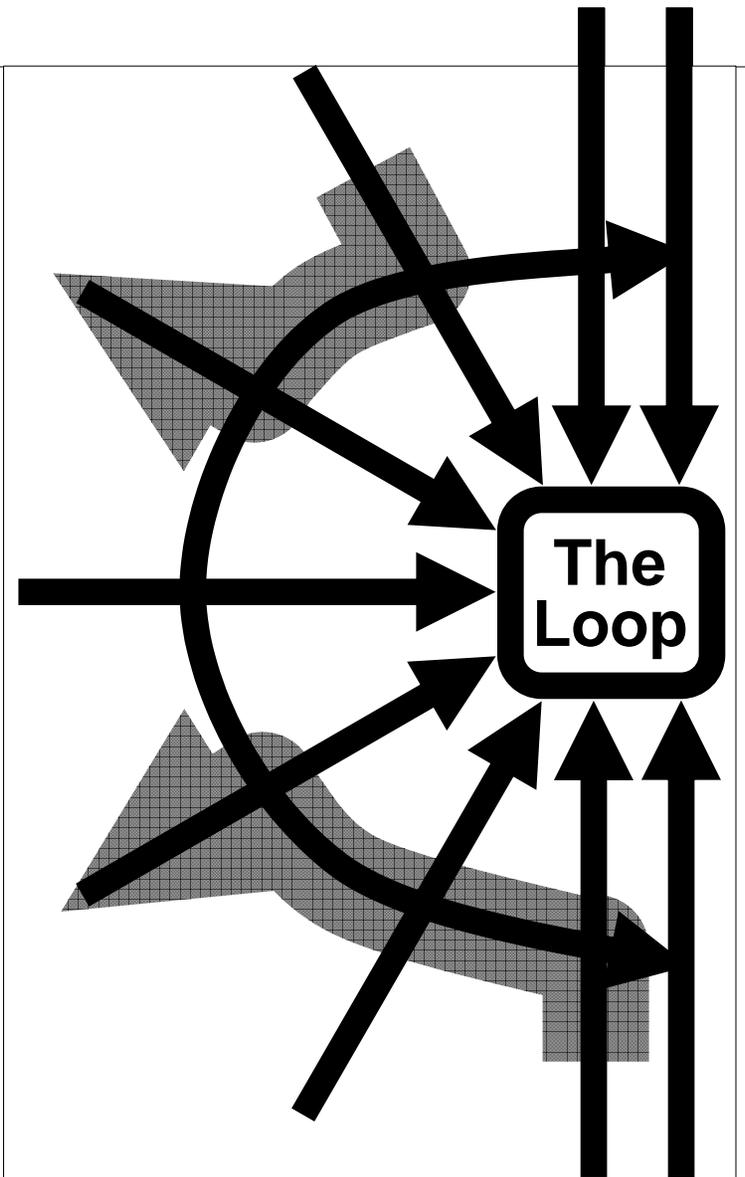
Evaluation Process - Detail

- **Screen 1 – Reviewed Universe of Alternatives**
 - Eliminated Alternatives that Were Not Suitable
- **Screen 2 – Detailed Definition and Comparative Evaluation**
 - Specific Alignments, Transit Ridership, Capital Costs and Neighborhood Resources
 - Evaluate and Identify the Strongest Alternatives
- **Screen 3 – Final Definition and Evaluation**
 - Refine Strongest Alternatives to Maximize FTA New Starts Rating
 - Assess Economic Impacts and Develop Financial Plan
 - Present LPA and Supporting Data to FTA to Compete for Federal Funding



Purpose and Need

- **Riders Must Now Travel Through Loop to Get to Most Destinations**
 - Access to Neighborhoods
 - Regional Job Centers
 - Civic and Educational Institutions
 - Transit Between Suburbs and City
- **Connect Existing CTA and Metra Systems**



Screen 1 Preliminary Findings

Technologies*



Bus Rapid Transit



Light Rail Transit



Heavy Rail Transit

&

Corridors

Ashland

Ashland-Ogden

Western

&

Profiles

At-Grade

Elevated

Underground

=

Universe

14

Combinations

Including

No-Build

and

Baseline

*Not all Technologies Can be Applied to Each Profile

Circle Line Alternatives Analysis Study



Screen 1 Public Involvement Process

- **Three Public Meetings**

- **Mexican Fine Arts Museum**

- South Study Area – May 2, 2006

- **Lincoln Park High School**

- North Study Area – May 3, 2006

- **University of Illinois-Chicago**

- Mid Study Area – May 4, 2006



Screen 1 Public Involvement Process

- More than 185 People Attended Public Meetings
- Met with Stakeholders and Elected Officials
- Over 300 Comments Submitted and Answered
- Significant Media Coverage

CHICAGO
Thoughts on Circle Line?
Tell the CTA by May 31

With public interest in the proposed Circle Line project running high, the

Cheers for the Circle Line

Proposed train line will save straphangers time while easing downtown traffic

If approved and completed, the Chicago Transit Authority's ambitious plans for a new Circle Line linking all but one of its rapid transit train lines in a circle six times the size of the Loop will be a boon for most of the areas Chicago Journal covers. The CTA, which held a public hearing on the proposed transit service Tuesday night at the Mexican Fine Arts Museum, is staying mum on the form of the line as it checks off the required steps in the Alternatives Analysis Study that is

City has extended period on the \$1 of the month. ed Wednesday. ve the deadline ay 31 from Fri- eople attended project earlier

d connect CTA city. Its route nded by Persh- kway, Western an.

comments are cy's Web site a) or by calling

Circle Line routes narrowed

By Virginia Groark
 Tribune staff reporter

Chicago Transit Authority officials said Tuesday that they have narrowed the possi-

Existing CTA lines
 LAWRENCE

Three proposed routes

Transit officials will spend this summer studying three proposed routes for the planned CTA Circle Line, which will wrap around an area west of downtown, connecting the system's other lines.

funding, a competitive process that will pit them against other proposals across the country. Although the CTA says it has not prioritized those pro-



Response to Public Comments

- Responded to More than 300 Comments
 - Responses Distributed Via Web, E-mail and U.S. Post
- Based Upon Public Input...
 - Extended Comment Period to Four Weeks
 - Evaluated 35th Street Alternative
 - Scheduled Screen 2 Public Meeting Locations
- Developed List of More than 250 Individuals and Groups for Ongoing Communications and Updates

Input steers Circle Line

CTA narrowing corridor choices

By ANITRA ROWE | Staff Writer
arowe@pioneerlocal.com

Chicagoans voiced hundreds of questions and concerns about the Chicago Transit Authority's

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

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, 39th Street on the south,



Screen 2 Analysis



Screen 2 – Evaluation Process

- **Step 1**
 - Defining the Alternatives
- **Step 2**
 - Preliminary Evaluation
- **Step 3**
 - Detailed Evaluation



Step 1 – Defining the Alternatives

Integrated the Most Suitable Technologies, Alignments and Potential Station Locations



Bus Rapid Transit (BRT)



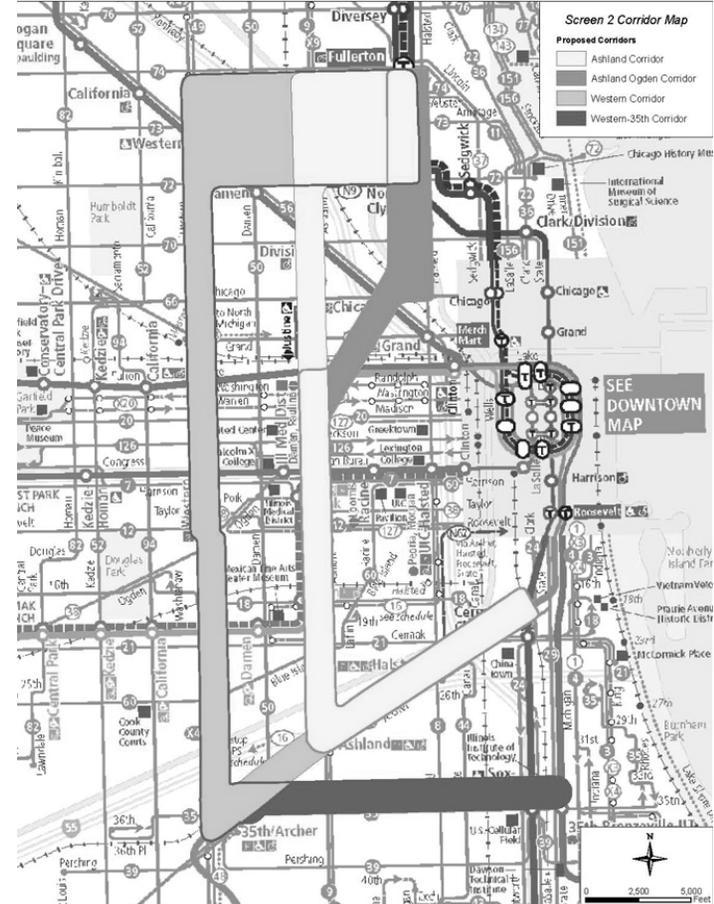
Light Rail Transit (LRT)



Heavy Rail Transit (HRT)
Mostly Elevated



Heavy Rail Transit (HRT)
Limited Elevated



Step 2 - Preliminary Evaluation

- **Screening Criteria**

- **Social Factors**

- Land Use, Demographics, Public Input

- **Economic Factors**

- Physical Constraints, Cost Issues

- **Environmental Factors**

- Noise, Visual, Cultural Resources

- **Transportation Factors**

- Travel Time, Transit Connectivity, Traffic



Step 2 – Evaluation of Medium Capacity Alternatives

Factors	Bus Rapid Transit Alternatives				Light Rail Transit Alternatives		
	Ashland	Ashland - Ogden	Western	Western - 35th	Ashland	Ashland - Ogden	Western
	9.7 Route Miles 20 Stations	8.9 Route Miles 20 Stations	13.1 Route Miles 25 Stations	12.9 Route Miles 25 Stations	9.7 Route Miles 20 Stations	8.9 Route Miles 20 Stations	13.1 Route Miles 25 Stations
Social	+	+	0	0	0	0	-
Economic	+	+	+	+	-	-	-
Environmental	0	0	0	0	+	+	+
Transportation	0	0	0	0	-	-	-
Result	Advance	Advance	Advance	Advance	Do Not Advance	Do Not Advance	Do Not Advance

Results determined by comparison of the alternatives shown

Indicates a Cause for Elimination by Comparison

+ = Positive Rating by Comparison
 0 = Neutral Rating by Comparison
 - = Negative Rating by Comparison



Step 2 – Evaluation of High Capacity Alternatives

Factors	Heavy Rapid Transit - Mostly Elevated Alternatives*			Heavy Rapid Transit - Limited Elevated Alternatives*		
	Ashland	Ashland - Ogden	Western	Ashland	Ashland - Ogden	Western
	14.3 Route Miles 27 Stations	12 Route Miles 21 Stations	15.4 Route Miles 27 Stations	13.3 Route Miles 24 Stations	12.1 Route Miles 21 Stations	14.9 Route Miles 26 Stations
Social	-	-	-	0	0	0
Economic	0	0	0	-	-	-
Environmental	-	-	-	+	+	+
Transportation	0	0	0	0	0	0
Result	Do Not Advance	Do Not Advance	Do Not Advance	Advance	Advance	Advance

Results determined by comparison of the alternatives shown

Indicates a Cause for Elimination by Comparison

+ = Positive Rating by Comparison
 0 = Neutral Rating by Comparison
 - = Negative Rating by Comparison

* All HRT alternatives have elevated and underground components in order to effectively integrate existing infrastructure.



Step 3 - Detailed Alternatives Evaluation

- **Screening Criteria**

- **Project Costs and FTA Criteria**

- Capital Cost Comparison
 - Operating and Maintenance (O&M) Cost Comparison
 - Annual Ridership Comparison
 - Annualized Cost per Boarding Comparison (Effectiveness)



Step 3 - Bus Rapid Transit Evaluation

Factors	Ashland	Ashland - Ogden	Western	Western - 35 th
	9.7 Route Mi. 5.7 Guideway Mi. 20 BRT Stations	8.9 Route Mi. 5.8 Guideway Mi. 20 BRT Stations	13.1 Route Mi. 6.7 Guideway Mi. 25 BRT Stations	12.9 Route Mi. 6.7 Guideway Mi. 25 BRT Stations
Capital Cost – Percent Difference from Average	-2%	-7%	2%	7%
Operating Cost – Percent Difference from Average	-12%	-17%	12%	17%
Ridership – Percent Difference from Average	-1%	11%	-2%	-8%
Cost/Boarding – Percent Difference from Average	-4%	-19%	5%	17%
Result	Advance	Advance	Do Not Advance	Do Not Advance

Percentages based on deviation from average of BRT alternatives shown

Indicates a Notable Strength by Comparison
Indicates a Cause for Elimination by Comparison



Step 3 - Heavy Rail Transit Evaluation

Factors	Ashland	Ashland-Ogden	Western
		13.3 Route Mi. 5.3 New Guideway Mi. 12 HRT Stations	12.1 Route Mi. 4.9 New Guideway Mi. 10 HRT Stations
Capital Cost – Percent Difference from Average	-4%	-31%	35%
Operating Cost – Percent Difference from Average	-2%	-11%	13%
Ridership – Percent Difference from Average	6%	-19%	12%
Cost/Boarding – Percent Difference from Average	-8%	-12%	21%
Result	Advance	Advance	Do Not Advance

Percentages based on deviation from average of HRT alternatives shown

Indicates a Notable Strength by Comparison
Indicates a Cause for Elimination by Comparison



Screen 2 Preliminary Findings

- **Bus Rapid Transit Alternatives Advancing to Screen 3**



**Bus Rapid Transit
Ashland**



See presentation boards for additional information.



**Bus Rapid Transit
Ashland-Ogden**

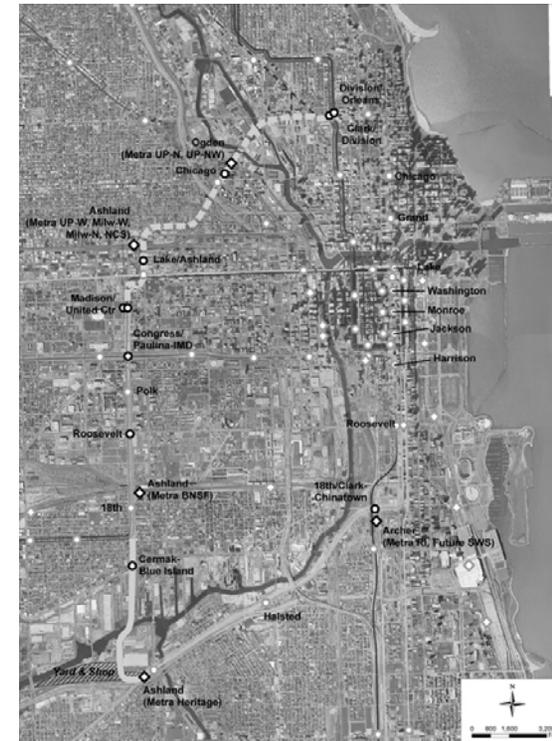


Screen 2 Preliminary Findings

- Heavy Rail Transit Alternatives Advancing to Screen 3



**Heavy Rail Transit
Ashland**



**Heavy Rail Transit
Ashland-Ogden**

See presentation boards for additional information.



Completing the Alternatives Analysis Study

- **Screen 2**

- **Confirm Findings**

- Incorporate Comments from Public Meetings

- **Screen 3**

- **Detailed FTA Review**

- Baseline, Ridership Forecasting, User Benefits and Cost Effectiveness Index

- **Detailed Refinement of Alternatives**

- Alignment, Profile and Station Locations

- **Continued Public Involvement**

- **Identify Locally Preferred Alternative**



Screen 2

Next Steps



Next Steps

- **Signer and Translators are Available**
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 - 備有手語與翻譯人員
- **Questions and Answers Process**
 - Submit Your Comments in Writing on Comment Cards
 - Similar Comments Submitted Tonight will be Answered in Groups To Maximize Questions Answered in Time Allowed
 - All Comments will be Addressed and Posted on CTA's Web Site
- **Continue Public Involvement**
 - Add to Circle Line Contact List for Future Notices and Updates
 - CTA Car Cards, Customer Alerts, Local Media and Contact List
 - Project Updates on CTA Web Site - www.transitchicago.com



Questions and Comments

- **CTA Representatives are Available to Answer Additional Questions**
- **Written Comments and Questions for Screen 2 Will be Accepted Through October 27, 2006:**

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