



## MEMORANDUM

**To:** CMAQ Project Selection Committee  
**From:** Transit Focus Group  
**Date:** June 30, 2011  
**Re:** GO TO 2040 Focused Programming: Transit Project Package

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*GO TO 2040 seeks a world-class transit system in our region, making transit the preferred travel option for as many of the region's residents as possible. This requires attention to not only how transit operates, but how it is perceived. A system that functions well, with on-time and frequent service and seamless connections between modes, is a necessity. But so are features that make transit attractive, such as clean stations, modern transit vehicles, clear information, and easy pedestrian access. – GO TO 2040, p. 19*

The Transit Focus Group proposes a package of projects that will achieve **operational improvements and mode shift**. That is, this package will modernize the transportation system and make transit the mode of choice for more of this region's residents and visitors.

Taken together, the projects in this package **focus investment on modernization**. The projects also accomplish the following:

- They adopt best practices in new technologies
- They establish seamless coordination between modes
- They include transit components as part of highway major capital projects

The MPO Policy Committee requested that the Transit Focus Group identify projects of particular significance in advancing the goals, objectives and action areas of the GO TO 2040 Comprehensive Regional Plan for the CMAQ Project Selection Committee. To identify such projects, the Transit Focus Group evaluated FY 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program project proposals using measures consistent with the

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guidance suggested by the MPO Policy Committee in adopting the focused program approach for CMAQ projects.<sup>1,2</sup>

The criteria reviewed in support of this effort included three areas:

- Advancement of GO TO 2040 Action Areas — an analysis of how likely a project was to advance each action area specifically identified in the GO TO 2040 focused program approach adopted by the MPO Policy Committee.
- Plan Basis — an analysis of the project's relationship to specific GO TO 2040 major capital projects or other adopted plans.
- Project Readiness – an evaluation of how ready the sponsor is to implement the project.

The recommended package of projects can be expected to have an impact on the following measures:<sup>3</sup>

- Percent of work trips by mode;
- Unlinked transit passenger trips per capita;
- Percent of transit stations and transit rolling stock that are ADA compliant;

Lastly, a number of these projects focus on providing greater mobility in high employment corridors with serious highway congestion issues. This consideration of existing land use and traffic conditions will bring extra dividends for the transit investments recommended.

*The primary economic benefits of transit come through the additional mobility that it permits. With a strong transit system, residents have more choices concerning where they can live and work and how they travel, and can avoid the harmful effects of congestion. – GO TO 2040, p. 291.*

The improvements in this package are expected to result in measurable travel mode shifts and transit service operational improvements for metropolitan Chicago. The package consists of six well-defined project recommendations and an Arterial Rapid Transit System Development Program, as explained below.

A description of projects not included in this package are included under separate cover.

Questions about the following package can be addressed to staff, Jose Rodriguez at [jrodriguez@cmap.illinois.gov](mailto:jrodriguez@cmap.illinois.gov) or at 312-386-8806.

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<sup>1</sup> Bike-Ped Task Force Memo on CMAQ Program Methods (Feb 2009)

<sup>2</sup> CMAQ Focused Programming Approach (January 2011)

<sup>3</sup> <http://www.metropulsechicago.com/#app=23dc&3ea4-selectedIndex=0>

A package of well-defined transit projects totaling \$169 million in federal dollars is recommended for funding, the goal of which is to modernize the transit system. This modernization is expected to result in a measurable shift of travel mode to transit while simultaneously improving the operation of the system. The transit package is composed of six projects:

**1. Regional Transit Signal Priority Integration Plan: Priority Corridors (TI13123796)**

**Description and benefits:** This project is a five-year program to implement transit signal priority at more than 1000 signals along approximately 388 miles of priority corridors and strategic CTA and Pace bus routes. Transit signal priority is used to assure schedule adherence for transit vehicles by adjusting signal timing at highway traffic signals on an as-needed basis. This system provides the schedule adherence with a minimum impact on other users, and can in fact be expected to improve traffic flow through the signal optimization work that is part of the implementation process.

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Adopt best practices in new technologies
- Focus investment on maintenance and modernization

**Plan Basis:** This project supports the RTA Regional Transit Signal Priority Integration Plan, the Pace Transit Signal Priority Regional Deployment Plan, and the RTA Moving Beyond Congestion strategic plan.

**Project Readiness.** The project has corridors identified for which engineering is largely complete and which can be implemented in FFY 12. There are additional corridors which can be engineered early in the coming five-year program, and for which implementation in the later years of the program can be reasonably expected. Since this project helps provide reliable operations and reduces costs, timely implementation of the projects by transit agencies can be expected. Prior working experience with highway agencies during previously funded CMAQ pilot projects reduces the risk of implementation delays.

**Federal Funding Request: \$32 million over five years**

**2. Improvements at 19 Priority Interagency Transfer Locations (TI13123798)**

**Description and benefits:** This project addresses a lack of coordination among the three service boards in providing the information necessary for passengers to make interagency transfers to complete their trip. The project will fund the construction and installation of coordinated interagency signage and information displays at nineteen transfer points. This will include an integrated suite of wayfinding signs to assist passengers in navigating between interagency boarding areas, train connection maps combining Metra and CTA information, Pace and CTA bus connection maps, bus time

panels, coordinated bus stop signs, and neighborhood maps. The project will improve the experience of customers requiring an interagency transfer.

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Establish seamless coordination between modes
- Widely implement traveler information systems
- Consider user perception in vehicle purchase and station design

**Plan Basis:** This project supports the RTA Regional Transit Coordination Plan and the RTA Moving Beyond Congestion strategic plan.

**Project Readiness.** The CMAQ-funded pilot project work has prepared this project for quick implementation.

**Federal Funding Request: \$3.36 million in FFY 12**

### 3. I-90 Corridor Enhanced Markets (TI13123713)

**Description and benefits** This project will serve new and expanded markets in the I-90 corridor in conjunction with the Tollway's planned managed lane improvements on I-90, as called for in GO TO 2040. This project includes new, expanded express bus service, marketing, local distribution zones (Call-in-Ride service), new transit vehicles and construction of new park and ride lots. The project includes 25 new vehicles, service marketing, construction of four park and ride lots totaling 600 spaces, improved access at the Rosemont terminal, and improved access to and from the west in Schaumburg. Four express routes, several arterial services, and Call-in-Ride services are planned. Final service alignments and access are being negotiated with the Illinois Tollway and the RTA as part of an ongoing planning process.

The project will provide reliable and fast transit services operating in managed lanes on I-90. Service will be extended west to Randall Road.

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Include a transit component in highway major capital projects
- Implement high-priority transit projects

**Plan Basis:** This project supports the GO TO 2040 I-90 Managed Lanes major capital project. The project also supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion strategic plan.

**Project Readiness.** This project is coordinated with Illinois Tollway improvements scheduled along I-90 involving roadway reconstruction and the addition of a new managed lane. Engineering for the transit improvement is scheduled for 2012-2013;

construction will take place in 2014-2015; service implementation is expected in 2015-2016.

**Federal Funding Request: \$38.977 million over five years, beginning in 2012. Most of the funds would be programmed for the latter years of the 5-year program.**

#### 4. I-55 Corridor Enhanced Markets (TI13123716)

**Description and benefits** This project will serve new and expanded markets in the I-55 corridor which will coincide with IDOT's highway shoulder improvement on I-55. The transit services would take advantage of IDOT's improvements with a bus-on-shoulders operation to improve service reliability. The bus on shoulders operation will allow transit vehicles to bypass mainline lane congestion by traveling on the highway shoulders while operating at moderate speeds to assure safety. The project includes the lease of a 150 space park and ride lot, marketing, and service expansion for the corridor. One service will extend from Plainfield to the Illinois Medical District, with a stop in Darien; the second service will extend from Plainfield to the East Loop.

The project will provide more reliable transit services on I-55, sometimes operating on highway shoulders. Service to Plainfield, Joliet, and Darien will be improved.

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Include transit as a component of highway major capital projects

**Plan Basis:** This project supports the GO TO 2040 I-55 Managed Lanes major capital project. The project also supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion strategic plan.

**Project Readiness.** This project is coordinated with IDOT resurfacing and shoulder improvements now underway along I-55. Enhanced service implementation beginning in FFY 12 is reasonable.

**Federal Funding Request: \$2.158 million over three years, beginning in 2012.**

#### 5. Clark/Division, LaSalle/Division Station Improvements (TI01123760)

**Description and benefits.** This project on the CTA Red Line includes two construction phases, to be completed in sequence. Weekday boardings in May, 2011 at this station totaled about 7,400.<sup>4</sup> Overall station capacity will increase from 3,400 persons/hour to 10,400. First, a new station mezzanine will be constructed at LaSalle/Division, including elevators both from the street to the mezzanine and from the paid area of the mezzanine to the platform for full ADA compliance, which is not feasible at the current entrance location. ROW acquisition is required for this project element. Second, the current

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<sup>4</sup> [http://w.transitchicago.com/assets/1/ridership\\_reports/2011-5.pdf](http://w.transitchicago.com/assets/1/ridership_reports/2011-5.pdf)

platform and Clark/Division mezzanine will be fully reconstructed and modernized, including escalators, lighting, electrical, mechanical, communications, architectural finishes, column cladding, doors, painting, signage, a new security system of cameras and monitors, and ADA compliant platform level. To increase station capacity, the number of rotogates will increase from 4 to 6 (including one ADA-width). In addition, one of the five stairs will be converted to a second escalator, and the mezzanine will be enlarged. Thus, a substantially expanded, fully modernized, ADA-accessible station will be provided at this location.

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Focus investment on maintenance and modernization
- Consider user perception in vehicle purchases and station design

**Plan Basis:** This project supports the City of Chicago Central Area Plan, the Chicago Climate Action Plan, and the CDOT 15-year Transit Station Renovation Plan.

**Project Readiness.** This project has been underway for some time. We understand it is nearly “ready-to-go.”

**Additional Federal Funding Request: \$8.640 million in FFY 12 (for LaSalle), \$20 million in FFY 13 (for Clark)**

**6. Consolidate Randolph/Wabash and Madison/Wabash stations into Washington/Wabash station (TI01123775)**

**Description and benefits.** This project would construct a new CTA station at Washington Street and Wabash on the Loop Elevated tracks shared by five CTA lines. This consolidation will provide a modern station to users of the two existing stations. It will also improve travel times on all Loop elevated train lines by consolidating two closely spaced stops into one. This station will replace two other stations on Wabash: Randolph/Wabash and Madison/Wabash (both built 1896, each one block away.) Despite piecemeal improvements, both are well past a 50-year useful life and have platforms that are narrow by contemporary standards.

The project includes all elements of the station including platform, ADA-accessible elevators, fare collection, lighting, electrical, mechanical, communications, signage, a new security system of cameras and monitors, and demolition of the two existing stations. Further, the new station requires extension of higher capacity electrical lines to the station area and replacement of portions of the structure itself.

Weekday boardings in May, 2011 at these two stations totaled about 13,300.<sup>5</sup> In addition, all users of the loop elevated will benefit from faster transit times. Average weekday boardings at all loop elevated stations totaled more than 71,000 in May, 2011.<sup>6</sup>

**Advancement of GO TO 2040 Action Areas:** This project will advance the following action areas:

- Focus investment on maintenance and modernization
- Consider user perception in vehicle purchases and station design

**Plan Basis:** This project supports the City of Chicago Central Area Plan, the Chicago Climate Action Plan, and the CDOT 15-year Transit Station Renovation Plan.

**Project Readiness.** Preparation of plans and specs is scheduled for FFY 2013. Construction is proposed for FFY 2015.

**Additional Federal Funding Request: \$63.6 million**

This package proposes that an ART System Development Program be undertaken by the region. This should begin with implementation of one or two corridors on a pilot basis as an opportunity to develop a full understanding the processes and challenges related to implementing the system. This includes physical, institutional, and financial aspects.

### *Arterial Rapid Transit System Development Program*

*Adopt best practices in new technologies. The use of transit signal priority systems, ART concepts, and traffic signal coordination in general are supported, particularly when integrated multi-modally to form "smart corridors." – GO TO 2040, p. 301*

**Description and Benefits:** Strategic improvements and modernization are two main priorities of GO TO 2040. Arterial Rapid Transit (ART) is an important means of applying these priorities to transit services. ART will connect the region's major suburban centers to each other and to major transit hubs with faster, more reliable, and more attractive to customers. This will include integrating ITS elements as native features of the bus system, rather than as a retrofit.

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<sup>5</sup> [http://w.transitchicago.com/assets/1/ridership\\_reports/2011-5.pdf](http://w.transitchicago.com/assets/1/ridership_reports/2011-5.pdf)

<sup>6</sup> Ibid.

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Such an ART System Development Program would build on the work completed to date in the region. As a first step, completing phase-1 engineering is suggested for one or two suburban corridors. The exact nature of this phase-1 process, including the relationship to established intersection design process for queue bypass elements, needs to be determined.

This program should be developed so as to launch an ART pilot project within five years.

**Advancement of GO TO 2040 Action Areas:** This program will advance the following action areas:

- Adopt best practices in new technologies
- Focus investment on maintenance and modernization
- Consider user perception in vehicle purchases and station design

**Plan Basis:** ART is supported by GO TO 2040. In addition, this program supports the Pace Vision 2020 and RTA Moving Beyond Congestion strategic plan.

**Project Readiness:** Substantial study of this concept has taken place. Further refinement of proposals to a pilot project for implementation is now required. Some ART elements are suitable for transit grant processes, but others may require highway engineering processes consistent with intersection design.



## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** Transit Focus Group

**Date:** June 30, 2011 (draft)

**Re:** CMAQ Transit Project Submittals Not Included in Recommended Transit Package

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The Transit Focus Group evaluated 29 transit project proposals submitted through the 2012-2016 CMAQ call for projects. Of these, the focus group has submitted to the CMAQ Project Selection Committee a package of six projects and an Arterial Rapid Transit System Development Program, that collectively best supports and advances the goals, objectives, and action areas of the GO TO 2040 Comprehensive Regional Plan by achieving operational improvements (i.e., **modernizing the transit system**) and shifting travel from single-occupant vehicle to transit (see separate memo). Arriving at the proposed package of projects involved extensive review and analysis of a wide range of information and data, as detailed in the separate memo.

The remaining 23 proposals represent a variety of project types including stations, vehicles, commuter parking, etc. typically submitted for CMAQ consideration. Each of these proposals addressed the GO TO 2040 action areas, but not to the same extent as the recommended projects. Information on these remaining project proposals and the evaluation results are presented in the attached table..

Questions about the package can be addressed to staff, Jose Rodriguez, 312-386-8806 or at [jrodriguez@cmap.illinois.gov](mailto:jrodriguez@cmap.illinois.gov).

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**Transit Facility Improvement**

<i>ID</i>	<i>Project Sponsor and Title</i>	
TI13123832	Pace, Regional Bus on Shoulder Program	<p><u>Rationale for Recommendation:</u> Project viability is also largely dependent on success of upcoming (Fall 2011) I-55 bus-on-shoulder service. Though project supports several Transit-Focused Action Areas and has a sound Plan Basis (Pace and RTA), its coordination with defined major transit capital projects (other than I-55) is not well defined.</p> <p><u>Project Notes:</u> Project application request is for development of a regional expressway bus-on-shoulder No ROW needed. Design process has not begun. Project would begin following conclusion of I-55 Bus on Shoulder pilot program (estimated to be year 2014). Legislation authorizing use of shoulder along I-55 has been approved by Illinois state legislature.</p> <p><u>Local Agency Federal Request:</u> \$4,000,000</p>
TI04123705	Maywood, Train Station Facility (UP West, MP 10.36)	<p><u>Rationale for Recommendation:</u> Though project supports several Transit-Focused Action Areas, its Plan Basis is limited to local comprehensive plans.</p> <p><u>Project Notes:</u> Project seeks improvements to station facilities and access improvements for bicycle, pedestrian and transit as a catalyst for residential and commercial improvements in downtown area. Project requests CMAQ funds for Engineering Phase I (FY 2012), Engineering Phase II (FY 2014), and Construction (FY 2015). No ROW needed. Station is being planned in conjunction with Metra and the Union Pacific Railroad; the proposed third track along the UP West corridor is in the design phase.</p> <p><u>Local Agency Federal Request:</u> \$1,404,800</p>

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TI04123703	Berkeley, Train Station (UP West)	<p><u>Rationale for Recommendation:</u>          Though this project supports several Transit-Focused Action Areas, its Plan Basis is unclear and may be limited to recent adjacent railroad improvements.</p> <p><u>Project Notes:</u>          Project application requests funds for Phase I, Phase II Engineering, and construction of an enclosed station facility. The UP RR as part of its third track improvement project initially agreed to provide warming centers and shelters. No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$1,300,000</p>
TI01123788	CDOT, Reconstruct State/Lake Station	<p><u>Rationale for Recommendation:</u>          Though this project supports several Transit-Focused Action Areas, and is featured in several City of Chicago based plan documents, it is scheduled by CDOT for completion and implementation at a later time frame than the Randolph/Madison to Washington/Wabash station consolidation and the LaSalle/Clark @ Division Street station expansion projects that have both been recommended by the Transit Program Focus Group.</p> <p><u>Project Notes:</u>          Project application requests funds for Engineering and ROW Acquisition toward providing capacity improvements and enhanced accessibility for the existing State-Lake elevated station serving the Green/Orange/Brown/Purple/Pink rapid transit lines. Funds have been requested for estimated construction costs, albeit for FY 2017 program year. Project anticipates enabling station access from adjacent property necessitating ROW purchase.</p> <p><u>Local Agency Federal Request:</u> \$67,200,000</p>

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TI01123775	CTA, Install High-Barrier Gates	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects.</p> <p><u>Project Notes:</u>          Project application requests funding for Phase I Engineering in FY 2012 and Construction over subsequent 4 FY periods of facilities providing additional fare-paying access and egress to existing CTA stations. No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$4,792,000</p>
TI02123578	Evanston, CTA Yellow Line Infill Station between Ridge and Hartrey Avenue	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Although this project supports several Transit-Focused Action Areas, it may be associated with a proposed rapid transit line project not identified in GOTO 2040 as a major transit capital improvement and is at an early planning stage (e.g. exact station location not determined).</p> <p><u>Project Notes:</u>          Project seeks to build an additional station on the Yellow Line serving southwestern Evanston. Project application requests funds for Phase I and Phase II engineering, noting that construction would not begin until FY 2017. ROW needs are uncertain based on eventual project location.</p> <p><u>Local Agency Federal Request:</u> \$24,360,000</p>

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TI 13123881	Pace, Posted Stop Program	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project supports several Transit-Focused Action Areas and has a sound Plan Basis (Pace and RTA).</p> <p><u>Project Notes:</u>          Project requests funds for Construction across period FY 2012 through FY 2016 for capacity, multi modal access, and visibility improvements of bus stop locations. No ROW needed. Design approval is not required.</p> <p><u>Local Agency Federal Request:</u> \$4,000,000</p>
TI01123755	CDOT, Orange Line Extension ROW Acquisition from 60 <sup>th</sup> Street to Marquette Road	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Though this project supports several Transit-Focused Action Areas, the request is for an unconstrained major capital transit project.</p> <p><u>Project Notes:</u>          Project application requests \$1.2 million (FY 2012) to account for a cost increase for ROW that had been negotiated and expected to be purchased by end of CY 2011.</p> <p><u>Local Agency Federal Request:</u> \$1,200,000</p>

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TI07123706	Homewood Train Station (Metra Electric)	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. This project's Plan Basis is limited to local comprehensive plans.</p> <p><u>Project Notes:</u>          Project application requests funds for Phase I (FY 2012) , Phase II Engineering (FY 2013), and Construction (FY 2014) of improved station facility (also includes the establishment of a rail museum). No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$748,800</p>
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**Transit Service and Equipment**

<i>ID</i>	<i>Project Sponsor and Title</i>	
TI13123582	Pace, Milwaukee Ave Route #270 and Dempster Street Route #250 Corridor	<p><u>Rationale for Recommendation:</u>          This project supports several Transit-Focused Action Areas and has a sound Plan Basis (Pace and RTA). An Arterial Rapid Transit System Development Program is recommended.</p> <p><u>Project Notes:</u>          Project requests funds for completion of Preliminary Engineering (PE) activities for these corridors as part of Arterial Rapid Transit (ART) system development. This phase would last 1 FY period (2012). PE should result in design and operational standards for elements of ART system. No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$1,600,000</p>

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<p>TI17123801</p>	<p>Pace, 95<sup>th</sup> St., Harlem Ave., and Halsted St. Corridors</p>	<p><u>Rationale for Recommendation:</u>          This project supports several Transit-Focused Action Areas and has sound Plan Basis (Pace and RTA An Arterial Rapid Transit System Development Program is recommended.</p> <p><u>Project Notes:</u>          Project requests funds for completion of Preliminary Engineering (PE) activities for Arterial Rapid Transit (ART) system development on these 3 corridors. 95th St would be completed in FY 2014, Harlem Ave in FY 2015, and Halsted St in FY 2016. PE should result in design and operational standards for elements of ART system. Unclear whether ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$5,200,000</p>
<p>TI13123568</p>	<p>Pace, Vans for the Vanpool Program</p>	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. The plan basis is not well-defined.</p> <p><u>Project Notes:</u>          Project application requests funds (implementation) to purchase approximately 278 vans over a four year period (FY 2013 through FY 2016). No ROW needed. Design approval is not required.</p> <p><u>Local Agency Federal Request:</u> \$11,628,000</p>
<p>TI10123575</p>	<p>Lake County DOT, Southeast Lake County Paratransit Coordination Project</p>	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. The project does have a basis in Lake County's respective Human Services and Strategic plans.</p> <p><u>Project Notes:</u>          Project application requests funds for Implementation (FY 2013) of enhanced coordination of existing paratransit services currently administered in 5 townships. No ROW needed. Design approval is not required.</p> <p><u>Local Agency Federal Request:</u> \$2,000,000</p>

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<p>TI13123565</p>	<p>Pace, Community Vehicles</p>	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. The plan basis is not well-defined.</p> <p><u>Project Notes:</u>          Project application requests funds (FY 2013 through FY 2016, Implementation) for approximately 566 vehicles to serve community-based transit needs. No ROW needed. Design approval is not required.</p> <p><u>Local Agency Federal Request:</u> \$20,708,000</p>
<p>TI13123570</p>	<p>Pace, Regional Rideshare Program</p>	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Plan basis is not well-defined.</p> <p><u>Project Notes:</u>          Project requests funds for implementation (FY 2012, FY 2014, FY 2016) of media outreach campaign promoting ridesharing. Coordination with Chicagoland Commute Options and TravelSmart proposals needs to be worked out.</p> <p><u>Local Agency Federal Request:</u> \$1,150,000</p>
<p>TI1023701</p>	<p>Lake &amp; Cook County Shuttle Connections</p>	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Plan basis is not well-defined.</p> <p><u>Project Notes:</u>          This project requests funds (Implementation, FY 2012-2013) for development of shuttle bus routes connecting employers in northern Cook and Lake counties to nearby Metra stations.</p> <p><u>Local Agency Federal Request:</u> \$440,000</p>

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TI01123572	CTA Bus and Rail Tracker	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Project does not strongly support Transit-Focused Action Areas. Plan basis is not well-defined.</p> <p><u>Project Notes:</u>          Project application requests implementation funds for FY 2012 and FY 2013 to develop and implement comprehensive campaign to promote alert travel tracker service.</p> <p><u>Local Agency Federal Request:</u> \$400,000</p>
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**Parking Deck**

ID	Project Sponsor and Title	
PD07123529	Tinley Park, North Street Commuter Parking Deck (Rock Island District)	<p><u>Rationale for Recommendation:</u>          Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Project does not strongly support Transit-Focused Action Areas Plan Basis limited to local comprehensive plans.</p> <p><u>Project Notes:</u>          Project has been proposed in response to increased demand for both commuter parking and for overflow parking in Village's downtown. The project also provides additional community facilities. Project application requests funds for construction (FY 2012) of proposed multi-story parking facility. No ROW is needed.</p> <p><u>Local Agency Federal Request:</u> \$11,200,000</p>

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<p>PD08123481</p>	<p>Winfield, Metra Parking Garage north of existing UP West station</p>	<p><u>Rationale for Recommendation:</u>                  Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis limited to local comprehensive plans.</p> <p><u>Project Notes:</u>                  Project application requests funds for Phase I (FY 2012), Phase II Engineering (FY 2013) and Construction (FY 2016) of proposed multi-story parking facility. No ROW is needed. Project also seeks to provide enhanced transit opportunities to nearby employers.</p> <p><u>Local Agency Federal Request:</u> \$11,200,000</p>
<p>PD03123530</p>	<p>Barrington, North Commuter Parking Lot (UP-NW)</p>	<p><u>Rationale for Recommendation:</u>                  Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis limited to local comprehensive plans.</p> <p><u>Project Notes:</u>                  Project has been proposed in response to increased demand for commuter parking. Project application requests funds for Phase I (FY 2012) , Phase II Engineering (FY 2014), and Construction (FY 2015) of improved facility. No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$5,566,000</p>

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CMAQ Project Submittals Not Included in Recommended Transit Package

<p>PD07123483</p>	<p>Richton Park, Metra Commuter Parking Deck at NE Corner of Richton Rd/Sauk Trail (Metra Electric)</p>	<p><u>Rationale for Recommendation:</u> Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis limited to local comprehensive and TIF-related plans.</p> <p><u>Project Notes:</u> Project has been proposed as part of effort to make land available for commercial and residential development in station area. Project application requests funds for construction (FY 2012) of proposed multi-story parking facility. No ROW is needed.</p> <p><u>Local Agency Federal Request:</u> \$8,160,000</p>
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**Demonstration**

<i>ID</i>	<i>Project Sponsor and Title</i>	
<p>DE10123593</p>	<p>Lake County DOT and Lake Cook TMA, Vanpool Incentive Program for Cook and Lake County</p>	<p><u>Rationale for Recommendation:</u> Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis is not-well defined.</p> <p><u>Additional Notes:</u> Project application requests funds (FY 2013, Implementation) for demonstration project aimed at increasing vanpool participation by offering incentives.</p> <p><u>Local Agency Federal Request:</u> \$85,000</p>

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**Other**

<i>ID</i>	<i>Project Sponsor and Title</i>	
OT13123598	RTA, Chicagoland Commute Options	<p><u>Rationale for Recommendation:</u>            Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis is not well-defined.</p> <p><u>Additional Notes:</u>            Project application requests implementation funds for FY 2012 to initiate development of regionwide comprehensive travel demand management (TDM) program). No ROW needed. Design approval is not required. Coordination with Regional Rideshare and TravelSmart proposals needs to be worked out.</p> <p><u>Local Agency Federal Request:</u> \$2,080,000</p>
OT13123613	Illinois Tollway and I-GO, Peer-to-Peer Carsharing	<p><u>Rationale for Recommendation:</u>            Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. This project does not strongly support Transit-Focused Action Areas. Plan Basis is not well-defined.</p> <p><u>Additional Notes:</u>            This project application requests funds for FY 2012 to develop and implement service using private vehicles promoted through social networking mechanisms and managed the using systems and technology similar to existing I-GO program.</p> <p><u>Local Agency Federal Request:</u> \$500,000</p>

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OT08123595	Westmont, Quincy Street Metra Station Improvements (BNSF)	<p><u>Rationale for Recommendation:</u> Combined project rankings, considering GO TO 2040 action areas, plan basis, and project readiness, were not as high for this project as for recommended projects. Project does not strongly support Transit-Focused Action Areas. Plan Basis limited to local comprehensive plans.</p> <p><u>Additional Notes:</u> This project seeks to provide enhanced facilities for bicycle, pedestrian and transit utilization of Village's Metra station. Project application requests funds for Phase I (FY 2012), Phase II Engineering (FY 2012) and Construction (2013) of proposed access improvements. No ROW needed.</p> <p><u>Local Agency Federal Request:</u> \$404,890</p>
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