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MEMORANDUM

To: Lorraine Snorden, Pace

Tim Dilsalver, Pace

From: William J. Baltutis, TMA of Lake Cook

Re: CMAQ Funding Request

Date: January 26, 2010

The Lake-Cook TMA and Pace are requesting a modification in scope of the CMAQ grant TIP# 17-05-0001 North Central Commuter Line Shuttle Service. We are requesting the scope be expanded to provide for transit/shuttle connections to additional Metra lines including the Union Pacific North Line, Milwaukee District North Line & Union Pacific Northwest Line in Cook & Lake Counties. We are not requesting any additional funds. Rather, we are merely requesting approval to fully utilize the remaining balance to develop new shuttle services that would present the TMA and Pace with greater opportunities for sustainable shuttle services.

Although the grant originally funded shuttles connecting Metra's North Central Service line with suburban employment centers, the Metra service limitation of this rail line greatly restricted commuting options for potential shuttle passengers. With only 22 daily trains and limited peak hour trains, the rail schedule was limited to only one reverse commute train and unwieldy gaps in suburb-to-suburb schedules. Given the limitations of Metra's NCS schedule, achieving sustainability of the NCS shuttles was simply not possible.

By shifting the remaining funding to shuttle opportunities along other Metra lines, the potential for success expands significantly. All of the aforementioned Metra lines (MDN, UPN, UPNW) have much higher levels of service, offering multiple schedule options for both reverse commute and suburb to suburb commuters. As an example, the MDN line runs 60 daily trains, offering an excellent opportunity for successful shuttle service.

The objective of the CMAQ grant was for the TMA and Pace to develop, implement and market transit services, including shuttles to connect area employers to Metra's then (2006) newly expanded North Central Service (Antioch to Chicago). The TMA worked with Pace to develop three shuttle routes, connecting Metra's Buffalo Grove and Vernon Hills stations with 10 participating companies that contributed the 20% local funding match. Implemented in November 2006, service continued through November 2009 when it was terminated by the Pace Board due to low ridership. Although ridership grew during the three years of service, it only averaged between 30 to 40 passenger trips daily. As to primary causes of low ridership, both employees and employers voiced concerns about service limitations, particularly reverse commute service.

NCS has only one reverse commute train, arriving in Buffalo Grove at 8 a.m., later than workday start times at many employers. As such, employees were reluctant to or unable to modify their work schedules to accommodate the highly restricted rail schedule. Ultimately, expansion of the NCS schedule will address this issue and TMA will work with the Northwest Municipal Conference and Metra to try to accomplish this. Until service is expanded, however, we feel additional shuttle connections would not be cost effective at this time.

In shifting the remaining CMAQ funds, TMA is now in discussion with several area major employers to develop new routes. These include

- Takeda/Deerfield
 Shuttle to access Braeside Station/UP North
- Allstate/Northbrook
 Shuttle to access Des Plaines station/Union Pacific Northwest
- Motorola/Libertyville
 Shuttle to access Prairie Crossing/North Central & Libertyville/Milwaukee North

Our plan will be to develop these or other possible shuttle routes with Pace; identify and recruit other companies; and implement and market the new services for a period of 18 months at which time we will determine ridership sustainability. As we have done on all other CMAQ-funded routes the services, if the service proves sustainable, we would then work with Pace to mainline the service utilizing an employer share of approximately 50% with Pace and Metra contributing towards operational support as well.

We hope the CMAQ committee will be supportive of our request and approve the scope modification.

Thank you for your support