



MEMORANDUM

To: CMAQ Project Selection Committee
From: Transit Focus Group
Date: June 20, 2013
Re: GO TO 2040 Focused Programming: Transit Project Package, CMAQ FY 2014-2018 Program

In January, 2011, the MPO Policy Committee established a process to identify projects of particular significance in advancing the goals, objectives, and action areas of the GO TO 2040 Comprehensive Regional Plan. This memo provides such information collected by the Transit Focus Group to the CMAQ Project Selection Committee in support of the development of a FY 2014-2018 program.

In the introductory paragraph to Chapter 11: Increase Commitment to Public Transit (p. 289), GO TO 2040 states:

The region's transit system should be strengthened through the following recommended actions:

- *Improve the fiscal health of transit by increasing investment levels and addressing cost increases.*
- *Improve the operations of the region's transit system, focusing investments on maintenance and modernization.*
- *Pursue a limited number of high-priority major capital expansion projects.*
- *Conduct supportive land-use planning, make small scale infrastructure investments, and provide other local support to make transit work better.*

The Transit Focus Group recommends a package of projects that will continue to achieve operational improvements and mode shift. The package includes the following projects:

1. *I-90 Corridor Transit Access Improvement Project (TI13143920), Pace*
2. *Union Station Transportation Center (TI01143897), CDOT*
3. *Regional Bus-on-Shoulders I-55 (TI13143911), Pace*
4. *Washington-Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison-Wabash (TI01143899), CDOT*
5. *Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888 (TI13144028), Pace*
6. *Randall Road Transit Infrastructure Improvements (TI09144035), Kane County DOT*
7. *Regionwide Transit Access Improvements (TI13143933), RTA*
8. *Chicago Avenue Signal Interconnect and Transit Priority Signal Priority from Austin to Orleans Street (TI01143931), CTA*

9. *State Street/Lake Street Station Reconstruction CTA Loop Elevated (TI01143892), CDOT*
10. *Monroe Street Station Reconstruction, CTA Red Line (TI01143883), CDOT*
11. *Lake Cook/Braeside Shuttle Bug Service (TI10143935), Lake County DOT*
12. *Brown & Purple Lines, Ravenswood – Loop Connector Track Modernization (TI01143937), CTA*
13. *Milwaukee Avenue Arterial Rapid Transit (TI13143921), Pace*
14. *Dempster Street Arterial Rapid Transit (TI13143916), Pace*

Taken together, the projects in this package focus investment on modernization. Specifically, the projects also advance the following GO TO 2040 action areas, against which each project was evaluated to determine the focus group recommendation:

- Invest in modernization
- Adopt best practices in new technologies
- Widely implement traveler information systems
- Establish seamless coordination between modes
- Consider user perception in vehicle purchases and station design
- Implement major capital transit projects
- Include transit components of major highway projects
- Prioritize among potential transit service increases, extensions, and new service using regionally consistent criteria

The adoption of best practices in new technologies and transit component inclusion in major highway projects continue as predominant themes from the FY 2012-2016 CMAQ programming effort. Seamless coordination is expanded upon not only to include traditional transit modes (e.g. bus, rapid transit, commuter rail) but also bicycle and pedestrian facilities.

A package of 14 well-defined transit projects is recommended. While the projects were submitted for CMAQ funding, other fund sources could also be secured for some projects, should CMAQ funds not be sufficient for all of the projects. Two projects – Pace’s Milwaukee Avenue and Dempster Street Arterial Rapid Transit projects - are designated as recommended, on the condition of concurrence by IDOT that an engineering process limited mostly to the review of plans, specs, and estimates is appropriate. Such an expedited process would entail no traffic impacts, limited environmental impacts, and no right-of-way acquisition requirements, typical of a standard bus-stop installation.

The recommended package of projects can be expected to have an impact on the following measures:

- Percent of work trips by mode
- Percent of total trips by mode
- Unlinked passenger trips per capita
- Percent of transit stations and rolling stock that is ADA compliant.

Eight additional projects also evaluated by the Transit Focus Group are also listed at the conclusion of this memorandum. While these projects may be beneficial, the committee did not

find that they addressed the GO TO 2040 criteria as fully as the recommended projects. These projects, on which the group is neutral, include the following:

- **Station Boulevard at IL Route 59 Commuter Parking Lot (CP09143969), City of Aurora**
- **Maywood Train Station Facility (TI04143927), Village of Maywood**
- **Tinley Park North Street Commuter Parking Garage (CP07143944), Village of Tinley Park**
- **Community Vehicles Regionwide (TI13143901), Pace**
- **Vans for the Vanpool Program (TI13143903), Pace**
- **Chicago Commute Options (OT13143973), CDOT**
- **Regional Rideshare Program (TI13143924), Pace**
- **Lake County Commuter Connection TDM (OT10143974), Lake County DOT**

A table featuring the ranked list, by GO TO 2040 Action Area criteria, is on page 15 in the Appendix.

Appendix: Recommended Project Package: Detailed Project Information

1. I-90 Corridor Transit Access Improvement Project (TI13143920), Pace

Description and Benefits: This project is comprised of various Pace bus routes and demand-responsive services serving new and expanded markets in the I-90 Jane Addams Tollway corridor. The project includes new and expanded express bus service (6 routes covering areas from Rosemont west to Randall Road), local distribution zone service (Call n Ride) for 3 commercial areas, and marketing. Funding request is for 2nd and 3rd years of operation – FY 2017 and 2018; preliminary implementation activities toward identifying specific routes and services have been previously funded by CMAQ – I-90 Corridor Enhanced Markets project, which had previously been identified through the Transit Focus Group process.

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

- Includes a transit component in highway major capital projects
- Implements major capital 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.

Federal funding request: \$17,415,328 for two years (FY 2017 and 2018).

2. Union Station Transportation Center (TI01143897), CDOT

Description and Benefits: This project is intended to improve the convenience of transfers between CTA buses and Metra or Amtrak trains at Chicago Union Station and also to reduce pedestrian/traffic conflicts. An off-street terminal for 2-4 buses will be constructed at 531 W. Jackson Boulevard. An internal walkway servicing the bus layover area along with a new ADA-compliant underground tunnel connecting into the Union Station lobby area will also be constructed. Traffic signal improvements and resulting normalization of bus traffic will also enable the removal of a contraflow bus lane on Canal Street. Development of this project is also being coordinated with the Central Loop Bus Rapid Transit project and the ongoing Union Station Master Plan.

This project seeks funding for construction in FY 2014. Phase I, Phase II and Right of Way acquisition have been funded through a prior FY 2012 CMAQ request.

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

- Establishes seamless coordination between modes.

- Focuses investment on modernization.
- Implements major capital projects (components of the West Loop Transit Center and Central Area Transitway).

Plan Basis: The project supports elements of the West Loop Transit Center and Central Area Transitway projects listed in GO TO 2040. The project also supports elements of the CDOT Central Area Action Plan and the Union Station Master Plan.

Federal Funding Request: \$15,788,000 for construction scheduled for FY 2014.

3. Regional Bus-on-Shoulders I-55 (TI13143911), Pace

Project Description and Benefits: This project seeks to expand the operation of the Pace Bus-On-Shoulders program: bus-on-shoulders operation on the Stevenson Expressway (I-55) from Kedzie Avenue east to I-90-94, with bus service continuing further east to Lake Shore Drive using general-purpose lanes. Improvements comprising Phase II Engineering and implementation - pavement marking, milling and other physical changes to shoulders - will extend from Kedzie Avenue to I-90/94, with bus services and signage extended further east to Lake Shore Drive. Service expansion of express buses (Pace routes 755 and 855) and marketing in the corridor from Kedzie west to I-355 have commenced, with the aid of previous CMAQ funding.

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

- Includes transit components of major highway projects

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

Federal Funding Request: \$935,920, beginning in FY 2015.

4. Washington-Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison-Wabash (TI01143899), CDOT

Project Description and Benefits: This project would install a new station at Washington Street to replace the existing Randolph Street and existing Madison Street stations over Wabash Street on the Loop elevated line shared by five CTA lines. The 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.

The two existing stations are well past a fifty-year useful life and have platforms that are narrow by contemporary standards. The proposed project includes all elements of the station including platform, ADA-accessible elevators, fare

collection (turnstiles), lighting, electrical, mechanical, communications, signage, Rail Tracker monitors, 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 the period January to November 2012 totaled about 14,500. This project is anticipated to improve travel times for approximately 66,318 daily passengers of 5 rapid transit lines.

This project requests CMAQ funding for Construction. Phase I and phase II engineering have been completed. Phase II engineering was assisted with an award of \$3,600,000 from the FY 2012 CMAQ program.

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

- Focuses Investment on Modernization
- Considers User Perception in vehicle purchases and design
- Implements Traveler Information Systems

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

Federal Funding Request: \$35.585 million for Fiscal Year 2014. *The original \$79 million request was reduced with funds reprogrammed from Clark/Division and from Morgan/Lake CTA stations.*

5. Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888 (TI13144028), Pace

Project Description and Benefits: This project consists of implementing pedestrian-friendly infrastructure (concrete pads and connecting sidewalks) at Pace bus stops. Pace seeks to enhance existing public transit service by improving its facilities and by doing so, creating mode shift from driving alone to public transit. Pace also seeks to improve the efficiency of bus operations by facilitating quicker boarding by encouraging riders to wait at a defined location. As a result of its Posted Stop program, Pace has identified 200 stops along 8 bus routes that will have concrete bus pads plus supporting sidewalks installed. This improvement will also facilitate seamless transfer between transit and bicycle and walking travel modes.

The routes planned for the pedestrian infrastructure improvements include: #350 Sibley Boulevard, #352 South Halsted Street #364 159th Street , #572 Washington Street (Waukegan to Vernon Hills); #529 Randall Road (IL 38 south

to US 30), #381 95th Street, #877 South Suburban Oak Brook Limited #878 Tri-State Flyer (South Holland to Naperville).

Sibley Boulevard (aka 147th Street), 159th Street, Randall Road, 95th Street, and Cermak Road-22nd Street-Butterfield Road (part of routes 877 and 888) are proposed RTA Transit Signal Priority (TSP) Corridors.

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

- Prioritize among potential transit service increases, extensions, and new service using regionally consistent criteria
- Establish seamless coordination between modes

Plan Basis: The project as a whole supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion Plan. Individual routes also support: 1. Transit Service and Bicycle and Pedestrian Transportation recommendations in the Lake County Year 2020 Priority Transportation Plan; and 2. Kane County DOT's 2030 Long Range Transportation Plan, Randall Road-Orchard Road Bus Feasibility Study, and Route 529 Randall Road study. The project benefits in several locations from the improvements supported in the RTA Regional Transit Signal Priority Plan and the Pace Transit Signal Priority Regional Deployment Plan.

Federal Funding Request: \$2,400,000 (total cost: \$3 million, \$15,000 per site) for implementation in fiscal year 2014.

6. **Randall Road Transit Infrastructure Improvements (TI09144035), Kane County DOT**

Project Description and Benefits: This project consists of implementing pedestrian-friendly infrastructure (concrete pads and connecting sidewalks) along Randall Road from IL 38 north to Bowes Road, a corridor served by Pace routes 549 and 801. Averaging roughly 30,000 – 60,000 AADT, Randall Road carries more traffic than any other surface roads in Kane County. Bus stop locations along this corridor lack adequate connectivity due to prevalent large-setback strip-malls. Pace seeks to enhance existing public transit service by improving its facilities and by doing so, creating mode shift from driving alone to public transit. Pace also seeks to improve the efficiency of bus operations by facilitating quicker boarding by encouraging riders to wait at a defined location. Randall Road is a proposed RTA Transit Signal Priority (TSP) Corridor.

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

- Prioritize among potential transit service increases, extensions, and new service using regionally consistent criteria
- Establish seamless coordination between modes

Plan Basis: The project as a whole supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion Plan, and Kane County DOT's: 2030 Long Range Transportation Plan, Randall Road-Orchard Road Bus Feasibility Study, and Route 529 Randall Road study. The project benefits from the improvements supported in the RTA Regional Transit Signal Priority Plan and the Pace Transit Signal Priority Regional Deployment Plan.

Federal Funding Request: \$1,335,300 for Phase II engineering and construction in fiscal years 2015-2016.

7. Regionwide Transit Access Improvements (TI13143933), RTA

Project Description and Benefits: This project seeks to build pedestrian and bicycle access improvements – sidewalks, pedestrian crossings with timers, linkages to existing bicycle facilities explored initially through RTA's Community Planning efforts at a total of four locations: 1. Stone Avenue Metra BNSF station in LaGrange; 2. Golf Road between I-290/IL 53 and Algonquin Road in Rolling Meadows. 3. Roosevelt Rd (IL 38) between Lambert Rd and IL 53 in Glen Ellyn, 4. Streets serviced by Pace routes 383 and 386 in Palos Heights, including Harlem Avenue, 127th Street, IL 83 and Ridgeland Avenue.

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

- Prioritizes among potential transit service increases, extensions, and new service using regionally consistent criteria
- Establishes seamless coordination between modes

Plan Basis: Stone Avenue is specifically addressed in: the LaGrange Comprehensive Plan Update, the BNSF Corridor Plan (Metra), and the Stone Avenue Station Access Improvement Report (RTA). Golf Road is addressed through the RTA's City of Rolling Meadows Transit and Pedestrian Mobility Plan. Roosevelt Road is addressed in RTA-DuPage County's DuPage Area Transit Plan Update (2011). Harlem Avenue in Palos Heights is addressed in the RTA-Southwest Council of Mayors' Harlem Avenue Corridor Plan (2012). Golf Road, Roosevelt Road and Harlem Avenue are included among RTA's proposed Transit Signal Priority (TSP) corridors. Golf Road also serves a commercial activity area of 25,000-30,000 employment immediately adjacent to the I-90 Jane Addams managed lane corridor, a GO TO 2040 major capital project, and will also benefit from enhanced services resulting from the proposed Pace I-90 transit access improvement project.

Federal Funding Request: \$1,928,510 for work beginning in FY 2014.

8. Chicago Avenue Signal Interconnect and Transit Priority Signal Priority from Austin to Orleans Street (TI01143931), CTA

Project Description and Benefits: The project seeks to implement Transit Signal Priority (TSP) in the Chicago Avenue corridor between Austin Avenue and Orleans Street. To allow the effective operation of TSP, which can reduce delays at signalized intersections and increase bus service efficiency, modern signal equipment, signal interconnects, and on-board communication devices for buses would be needed.

This request addresses CTA efforts toward modernizing its bus fleet and signal locations for TSP communications.

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

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

Plan Basis: Chicago Avenue is listed as a pilot BRT corridor in the City of Chicago Central Area Action Plan (2009).

Federal Funding Request: \$17,000,000 for Implementation to begin in FY 2016.

9. **State Street/Lake Street Station Reconstruction CTA Loop Elevated (TI01143892), CDOT**

Project Description and Benefits: This project seeks to reconstruct and modernize this station, which has 10,039 daily weekday boardings (year 2012), on the Loop Elevated line serving 5 CTA rapid transit lines and having links to a 6th (Red Line Subway). This is another station on the Loop elevated line that is well past its 50-year useful life having undergone only piecemeal improvements. The project would fully reconstruct elements of the station including widening platforms (from 7.5 feet to a maximum of 13 feet), providing ADA-accessible elevators, fare collection (increased # of turnstiles), lighting, electrical, mechanical, communications, Rail Tracker monitors, signage, and a new security system of cameras and monitors. The project will also allow for a new entrance from an adjacent property (20 E. Lake St.), will remove support columns presently in the intersection of State and Lake Streets, and will increase vertical clearance to by 1 foot (14' 6"). The CMAQ request seeks funding for Phase II Engineering (FY 2014), ROW acquisition (FY 2014), and Construction (FY 2016). Phase I engineering was completed in FY 2002.

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

- Focuses Investment on Modernization
- Considers User Perception in vehicle purchases and design
- Implements Traveler Information Systems

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

Federal Funding Request: \$70,400,000

10. Monroe Street Station Reconstruction, CTA Red Line (TI01143883), CDOT

Project Description and Benefits: This project seeks to reconstruct and modernize the station which presently serves 9,809 average weekday riders (2012) located under State Street at Monroe Street. The modernization will include improving ADA access through elevators and an expanded mezzanine. Other improvements address lighting, materials, the number of turnstiles, Train Tracker capability, electrical systems, communications and security systems. This CMAQ request is for Phase II Engineering (FY 2016) and Construction (FY 2018); Phase I engineering was completed using FY 2002 CMAQ program funds.

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

- Focus investment on modernization
- Consider user perception in vehicle purchases and design
- Implementing traveler information systems

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

Federal Funding Request: \$61,600,000

11. Lake Cook/Braeside Shuttle Bus Service (TI10143935), Lake County DOT

Project Description and Benefits: The project will implement and operate a new Shuttle Bus route providing seamless last mile connections from Metra Commuter Rail service (Braeside station on the UP North Line) and Pace Suburban Bus service to designated employment sites on or adjacent to Lake Cook Road. The line may also be routed to service the Lake-Cook Road station on the MD-North Line to address overcrowding issues. The project is expected to generate about 100 average daily passengers.

Public-private partnerships with area employers, transit providers through the Lake Cook TMA will provide local cost share for 2 years of operation. This request is for 2 years of project implementation, beginning in FY 2014.

Advancement of GOTO 2040 Action Areas: This project will advance the following action areas:

- Establishes seamless coordination between modes

- Prioritizes among potential transit service increases, extensions, and new service using regionally consistent criteria

Plan Basis: The project supports transit service recommendations in the Lake County Year 2020 Priority Transportation Plan, the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion Plan.

Federal Funding Request: \$212,000

12. Brown & Purple Lines, Ravenswood – Loop Connector Track Modernization (TI01143937), CTA

Project Description and Benefits: This project seeks to modernize track infrastructure in order to address slow zones and increase efficiency and passenger throughput of Brown and Purple Line services, which carry 20% of annual CTA rail ridership (45 million annual trips). The project calls for running rail, ties, and contact rail replacement on a segment extending from Illinois Street north to the Armitage Street station (2.75 miles), and tie and contact rail replacement at Sedgwick Curve, Halsted Curve and the Cleveland Crossover. Implementation of this project, in conjunction with ongoing traction power system upgrades being undertaken by CTA, will relieve current capacity complaints and enable an additional 2 to 3 trains per hour to serve the route during peak periods. Recent capacity increases, such as from the Brown Line Expansion Project (which lengthened platforms to allow longer trains), have quickly induced ridership growth to fill the additional capacity. The CMAQ request is for Phase II Engineering (FY 2014) and Construction (FY 2015)

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

- Focus investment on modernization
- Implement major capital projects
- Prioritize among potential transit service increases, extensions, and new service using regionally consistent criteria

Plan Basis: CTA Signal and Capacity Upgrades (e.g. removal of slow zones on lines serving the Central Area) are listed as a project area in the City of Chicago Central Area Action Plan. The project also completes a portion of the Brown/Purple line subsequent to completed major improvements (from north of Armitage to Kimball on the Brown line in the mid-2000s and ahead of the proposed GO TO 2040 major capital project North Red/Purple Line Improvements (from Addison northward).

Federal Funding Request: \$27,141,000

13. Milwaukee Avenue Arterial Rapid Transit (TI13143921), Pace

Project Description and Benefits: Project seeks to fund implementation of ART bus service on Milwaukee Avenue from the CTA Jefferson Park Blue Line station to Golf Mill Shopping Center in Niles (current Pace route 270). Funding would be applied toward station construction, real time information treatments, and procurement of 10 branded and specially equipped ART vehicles. This route will be enabled for Transit Signal Priority through a regional RTA TSP grant.

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

- Focus investment on modernization
- Consider user perception in vehicle purchases and station design
- Implement traveler information systems

Plan Basis: The project also supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion strategic plan. The project operates on a corridor within both the RTA Regional Transit Signal Priority Plan and the Pace Transit Signal Priority Regional Deployment Plan.

Federal Funds Requested: \$8,429,040 for FY 2015

14. Dempster Street Arterial Rapid Transit (TI13143916), Pace

Project Description and Benefits: Project seeks to fund implementation of ART bus service on Dempster Street from the CTA Davis Street Purple Line station in Evanston to the O'Hare Kiss n'Fly (current Pace Route 250). Funding would be applied toward station construction, real time information treatments, and procurement of 18 branded and specially equipped ART vehicles. This route will be enabled for Transit Signal Priority through a regional RTA TSP grant.

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

- Focus investment on modernization
- Consider user perception in vehicle purchases and station design
- Implement traveler information systems

Plan Basis: The project also supports the Pace Vision 2020 Plan and the RTA Moving Beyond Congestion strategic plan. The project operates on a corridor within both the RTA Regional Transit Signal Priority Plan and the Pace Transit Signal Priority Regional Deployment Plan.

Federal Funds Requested: \$15,781,036 for FY 2017

Bus Rapid Transit (BRT) and the related Arterial Rapid Transit have only in the past few years become visible and viable projects in the region – these efforts include the now-operating Jeffery Jump bus route and the planned east-west component of the Central Area Transitway and

Ashland Avenue BRT. Recognizing the high level of travel mode-share and air quality benefits of these services and how well they align with the action areas of GO TO 2040, the Transit Focus Group recommends the Milwaukee Avenue and Dempster Street Arterial Rapid Transit (ART) projects on the condition of concurrence by IDOT that an engineering process limited mostly to the review of plans, specs, and estimates is appropriate. Such an expedited process would entail no traffic impacts, limited environmental impacts, and no right-of-way acquisition requirements, typical of a standard bus-stop installation.

Other Projects Evaluated By the Transit Focus Group

Station Boulevard at IL Route 59 Commuter Parking Lot (CP09143969), City of Aurora

Project seeks the following improvements at the intersection of Meridian Lake Drive and Station Boulevard: installation of an additional driveway entrance into the commuter parking lot south of the track ROW, traffic signal interconnect, turn lanes, bike lane, and ADA-accessible sidewalk. Federal Funds Requested: \$1,606,000. *Note: full review of this project did not take place. Acquiring additional information about this project is suggested.*

Maywood Train Station Facility (TI04143927), Village of Maywood

Project seeks the installation of an enclosed station house as a catalyst for increased ridership of UP West Metra service and for residential and commercial improvements downtown. Federal Funds Requested: \$1,220,000.

Tinley Park North Street Commuter Parking Garage (CP07143944), Village of Tinley Park

Project seeks to construct a multi-level parking garage along on the existing surface commuter parking lot (net increase of 530 spaces). Federal Funds Requested: \$9,800,000.

Community Vehicles Regionwide (TI13143901), Pace

Project seeks to purchase 124 vehicles for various forms of Pace community-based transportation services (non-fixed bus routes) over a 3-year period. Federal Funds Requested: \$9,112,851 beginning in FY 2016.

Vans for the Vanpool Program (TI13143903), Pace

Project seeks to purchase roughly 900 vans (split between newly formed vanpools and replacement vans for existing vanpools over a 5-year period). Federal Funds Requested: \$35,828,835 beginning in FY 2014.

Chicago Commute Options (OT13143973), CDOT

Project seeks to fund “one-stop shop”, for centralized coordination of existing Travel Demand elements provided through different service providers and identify new strategies, incentives and partnerships to encourage participation in TDM throughout the region. Development of sub-regional Transportation Management Associations and of accurate reporting methods is also to be addressed. Federal Funds Requested: \$2,080,000 over 5 years, beginning FY 2014.

Regional Rideshare Program (TI13143924), Pace

Project seeks to fund marketing campaign to promote the awareness and use of Pace Rideshare.com which is available to assist those interested in carpooling and vanpooling. Project includes continued media development and ad deployment of marketing materials developed in 2012. Project may also include update of roadway signage with Pace’s distinct website address. Federal Funds Requested: \$12,500,000 dispersed as follows - \$4,000,000 in FY 2014, \$4,000,000 in FY 2016 and \$4,500,000 in FY 2018

Lake County Commuter Connection TDM (OT10143974), Lake County DOT

Project seeks to fund activities undertaken by TMA of Lake Cook toward SOV trip reduction to employment centers in the County. Employer outreach, promotions to employees, route matching, shared ride development, and incentive packages are among tasks proposed. Federal funds requested: \$148,000 for a 2-year program (beginning FY 2014).

Table: Ranked List by Action Area Evaluation Criteria, Transit Focus Group, June 2013

Rank	Project ID	Sponsor	Description	Location	Operator	Implements Major Capital Projects	Includes Transit Components of Major Highway Projects	Prioritizes among potential service increases, extensions or new service using regionally consistent criteria	Focusing investment on modernization	Adopting best practices in new technologies	Implementing Traveler Information Systems	Establishing seamless coordination between modes	Considering user perception in vehicle purchases and station design	Total Score	Completion Year/ Start of Service	Adjusted Project Cost	Federal Share
1	TT13143920	Pace	I-90 Corridor Transit Access Improvement Project	Suburbs	Pace	4	4	3	3	2	3	3	3	25	2019	\$ 21,769,160	\$ 17,415,328
2	TT01143897	CDOT	Union Station Transportation Center	Chicago	CTA	3	1	2	3	3	3	4	3	22	2014	\$ 27,035,000	\$ 15,788,000
3	TT13143911	Pace	Regional Bus on Shoulders I-55 Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	Suburbs	Pace	3	4	3	2	3	1	2	3	21	2015	\$ 1,169,900	\$ 935,920
4	TT01143899	CDOT	Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888	Chicago	CTA	2	1	1	4	3	3	2	3	19	2016	\$ 79,000,000	\$ 79,000,000
5	TT13144028	Pace	Randall Rd Transit Infrastructure Improvements	Suburbs	Pace	2	1	4	3	2	1	3	3	19	2016	\$ 3,000,000	\$ 2,400,000
6	TT09144036	Kane County DOT	Regionwide Transit Access	Suburbs	Pace	2	1	4	3	2	1	3	3	19	2016	\$ 1,669,200	\$ 1,335,300
7	TT13143933	RTA	Chicago AV Signal Interconnect and Transit Signal Priority from Austin Blvd to Orleans St	Suburbs	RTA	3	1	4	2	1	1	3	4	19	2014	\$ 2,458,760	\$ 1,928,510
8	TT01143931	CTA	State/Lake Reconstruction - CTA Loop Elevated	Chicago	CTA	1	1	3	4	4	3	2	1	19	2016	\$ 21,250,000	\$ 17,000,000
9	TT01143892	CDOT	Monroe Station Reconstruction CTA Red Line	Chicago	CTA	2	1	1	4	3	3	2	3	19	2016	\$ 88,500,000	70,400,000
10	TT01143893	CDOT	Lake Cook/Braeside Shuttle Bug Service	Chicago	CTA	2	1	1	4	3	3	2	3	19	2018	\$ 77,500,000	\$ 61,600,000
11	TT10143936	Lake County DOT	Brown & Purple Lines, Ravenswood - Loop Connector Track Modernization	Suburbs	Pace	1	1	3	1	1	1	4	3	15	2016	\$ 265,000	\$ 212,000
12	TT01143937	CTA	Milwaukee Av Arterial Rapid Transit Project	Chicago	CTA	3	1	2	3	2	1	1	1	14	2015	\$ 33,927,000	\$ 27,141,000
13	TT13143921	Pace	Dempster St Arterial Rapid Transit Project	Suburbs	Pace	1	1	3	4	2	3	2	3	19	2016	\$ 12,292,350	\$ 9,588,033
14	TT13143916	Pace	Station Biv Extension to IL 59 Commuter Parking Lot	Suburbs	Pace	1	1	3	4	2	3	2	3	19	2017	\$ 21,014,065	\$ 15,781,056
15	CP09143969	Aurora	Meywood Train Station Facility	Suburbs	City of Aurora	1	1	1	3	1	1	2	4	14	2015	\$ 2,108,000	\$ 1,606,000
16	TT04143927	Meywood	Tinley Park North St Commuter Parking Garage	Suburbs	Meira Village of Tinley Park	2	1	1	2	1	1	2	2	12	2016	\$ 2,321,000	\$ 1,222,000
17	CP07143944	Park	Community Vehicles Regionwide	Suburbs	Pace	1	1	1	1	1	1	2	2	11	2014	\$ 19,500,000	\$ 9,800,000
18	TT13143901	Pace	Vans for Vanpool Program	Suburbs	Pace	1	1	1	1	1	1	2	2	10	2014	\$ 9,112,851	\$ 9,112,851
19	TT13143903	Pace	ChicagoLand Commute Options	Suburbs	CDOT	1	1	1	1	1	1	1	2	9	2014	\$ 35,828,835	\$ 35,828,835
20	OT13143973	CDOT	Regional Rideshare Program	Suburbs	Pace	1	1	1	1	1	1	1	1	8	2014	\$ 2,600,000	\$ 2,080,000
21	TT13143924	Pace	Lake County Commuter Connection	Suburbs	Pace	1	1	1	1	1	1	1	1	8	2014	\$ 1,250,000	\$ 1,250,000
22	OT101443974	DOT	Lake County Commuter Connection TDM	Suburbs	Lake County DOT	1	1	1	1	1	1	1	1	8	2014	\$ 185,000	\$ 148,000