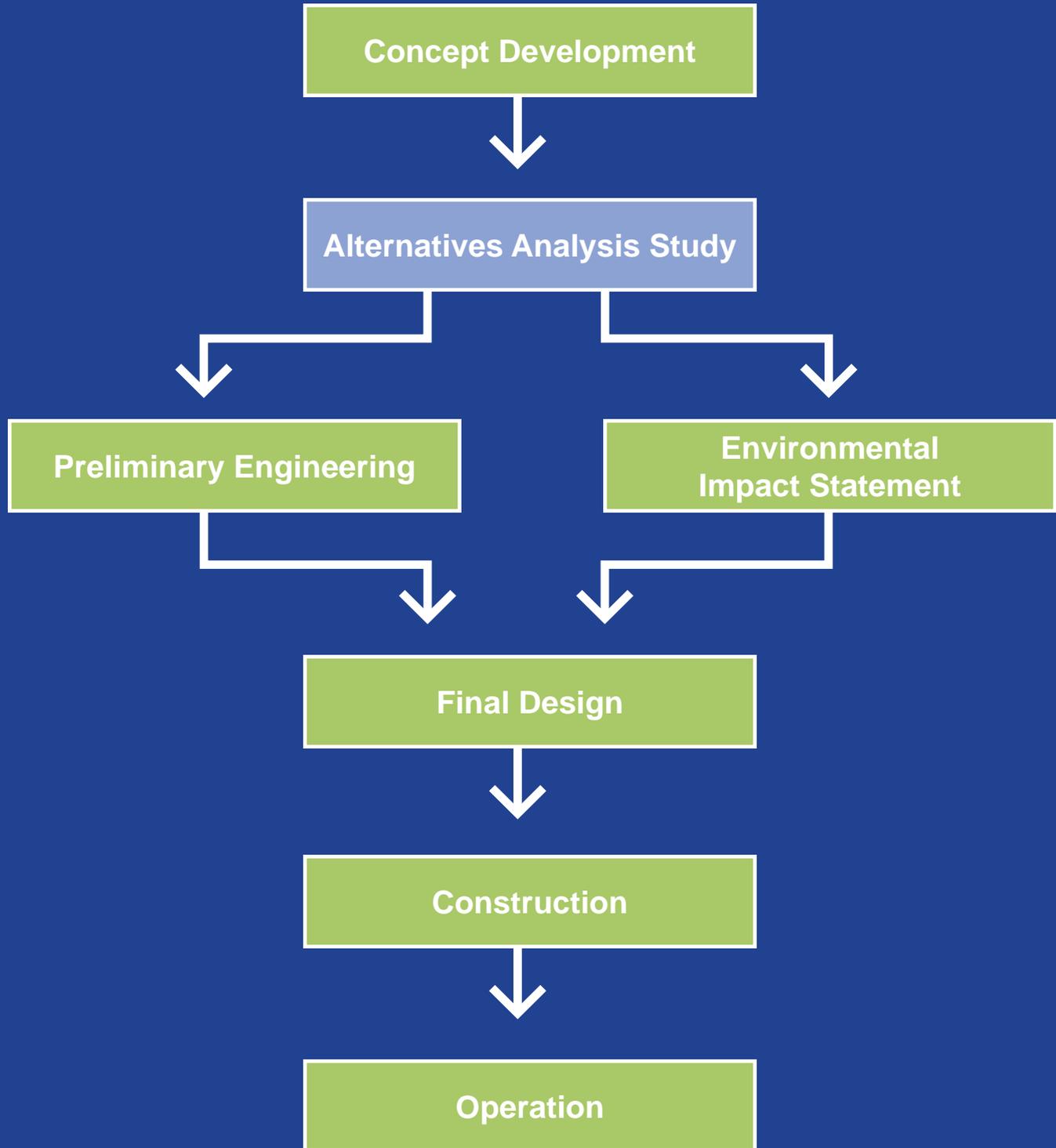
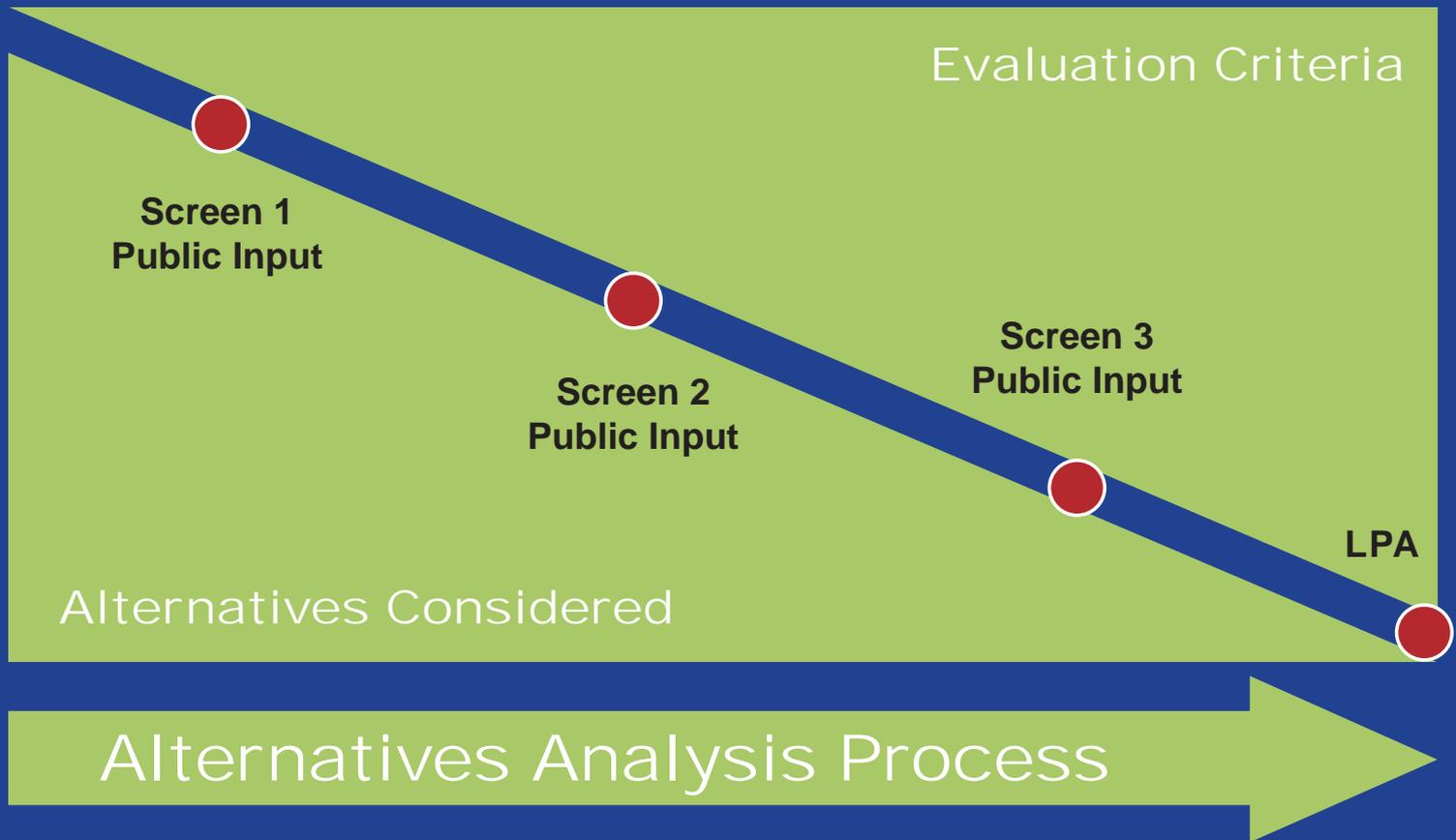


FTA's New Starts Process



Alternative Analysis (AA) Process

Screen 1, 2 and 3



Screen 1

- Reviewed universe of alternatives
 - Eliminated alternatives that were not suitable
 - Three public involvement meetings – May 2006

Screen 2

- Detailed definition and comparative evaluation
 - Specific alignments, transit ridership and capital costs
 - Evaluate and identify the strongest alternatives
 - Three public involvement meetings – September 2006

Screen 3

- Final definition and evaluation
 - Refine strongest alternatives to best serve the Purpose and Need
 - Present recommended LPA and supporting data to the public and solicit feedback



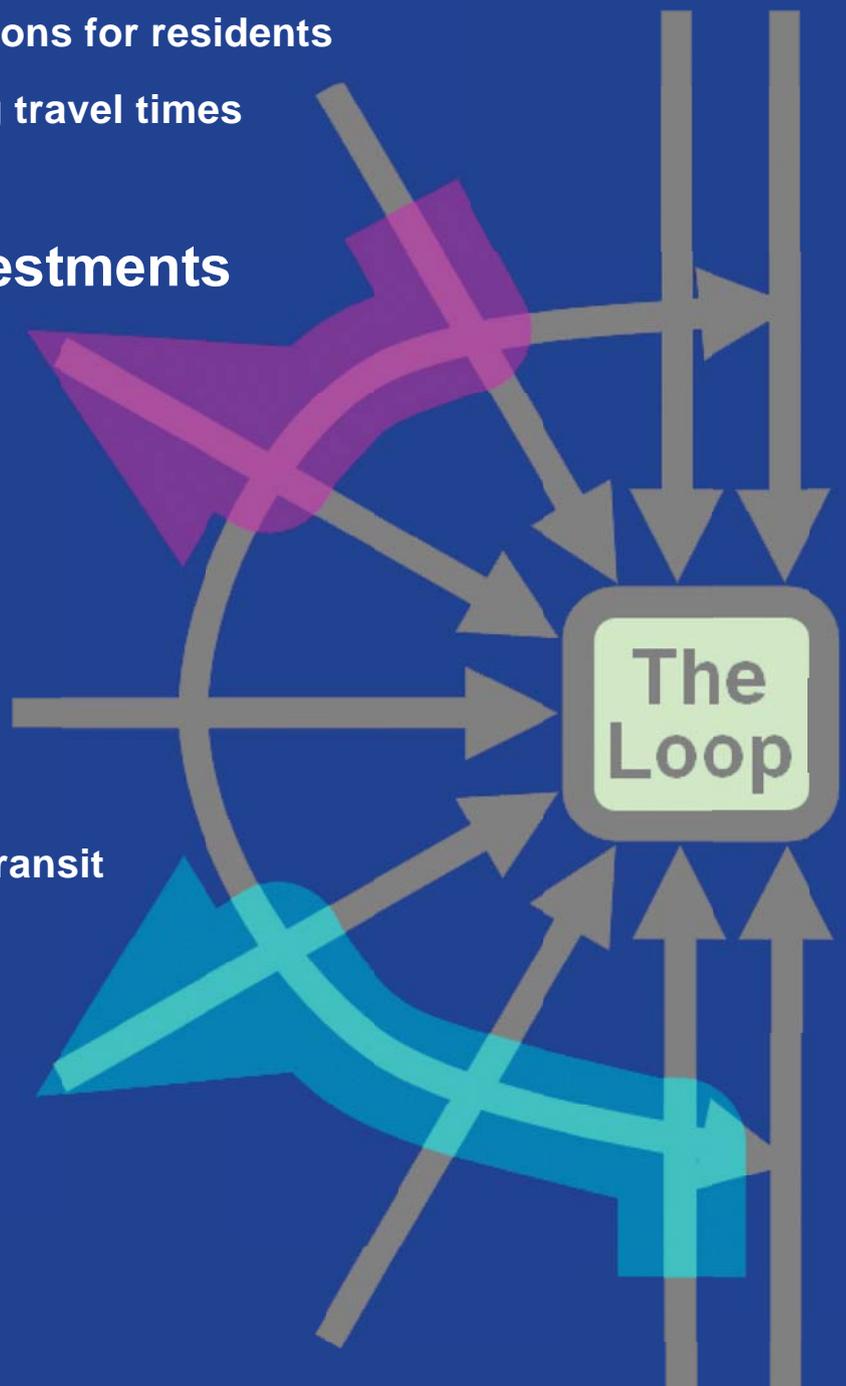
Purpose and Need

• Transportation Needs

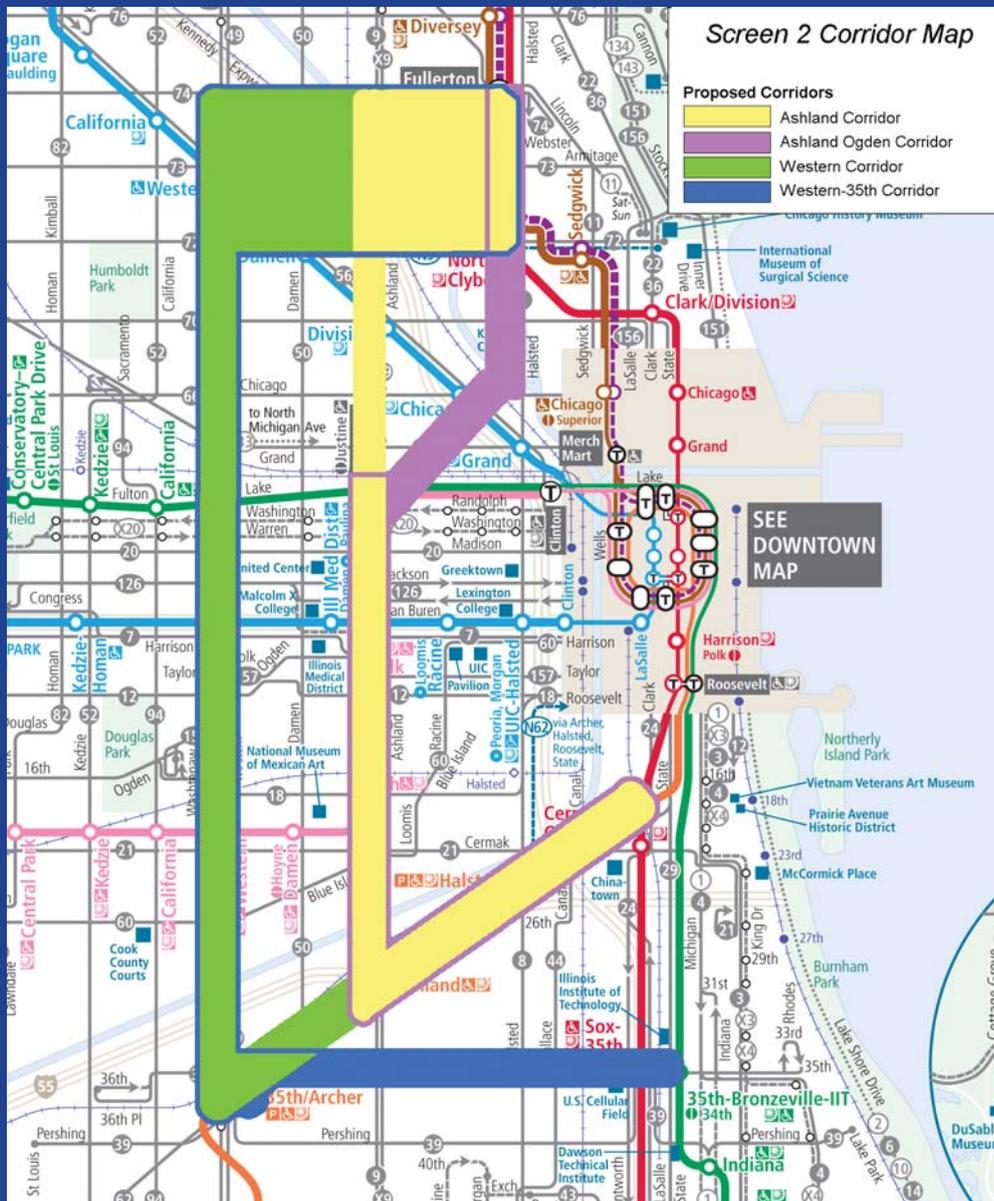
- Growth in population and employment
- Access to activity and employment centers
- Changing travel patterns (non-Loop destinations)
- Connecting among transit modes
- Increasing transit travel options for residents
- Congestion and lengthening travel times

• 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



Screen 1 Findings



Bus Rapid Transit (BRT)



Light Rail Transit (LRT)



**Heavy Rail Transit (HRT)
Mostly Elevated**



**Heavy Rail Transit (HRT)
Limited Elevated**



Screen 2 Findings

Bus Rapid Transit Alternatives Advancing to Screen 3



- Existing Proposed New
- ◻ BRT Station
- ◻ CTA Rail Transfer Station
- ◻ Metra Rail Transfer Station
- Proposed BRT in Mixed Traffic
- Proposed BRT in Dedicated Lane



Bus Rapid Transit
Ashland



Bus Rapid Transit
Ashland-Ogden

Heavy Rail Transit Alternatives Advancing to Screen 3



- Existing Proposed New
- ◻ CTA Rail Track to be used by Circle Line
- ◻ CTA Rail Station to be used by Circle Line
- ◻ Metra Transfer Station



Heavy Rail Transit
Ashland

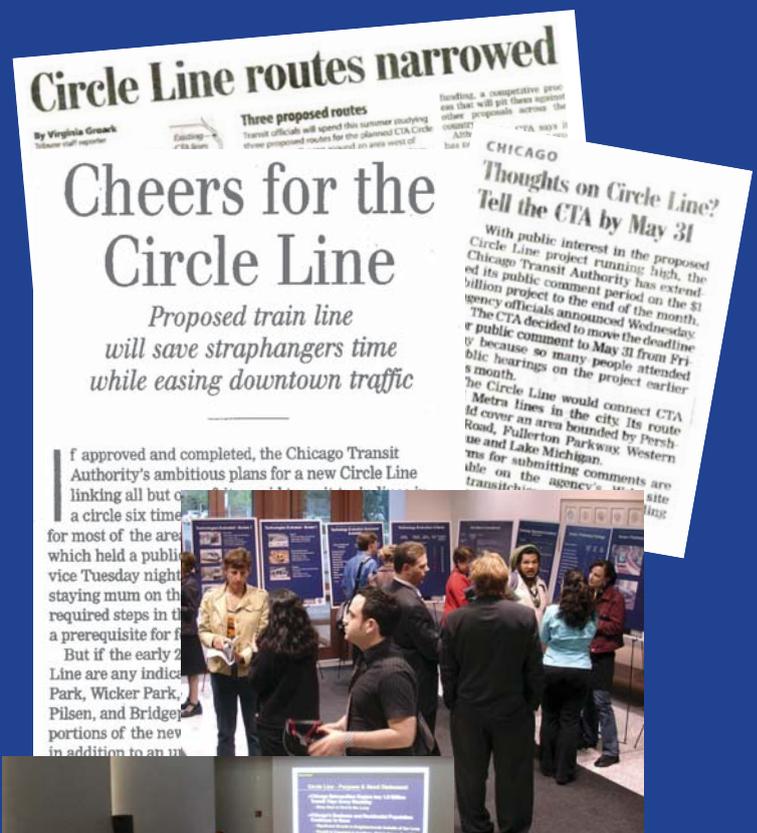


Heavy Rail Transit
Ashland-Ogden



Community Participation

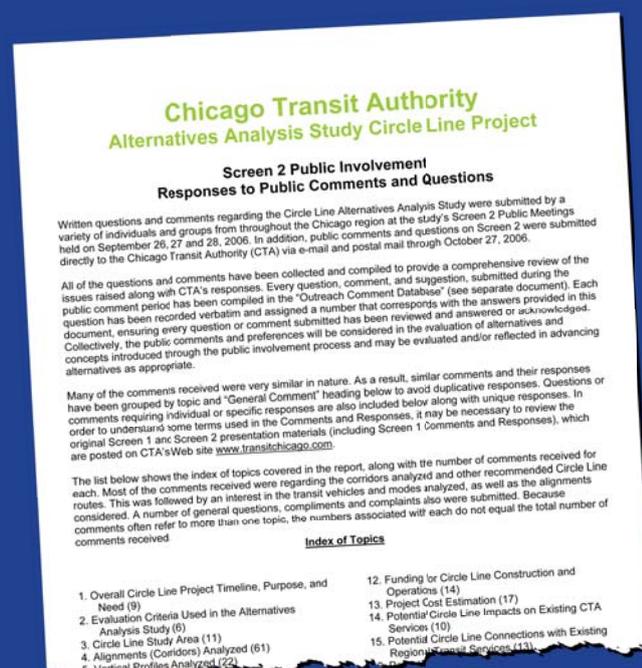
- More than 500 people attended Screen 1 and 2 public meetings
- Met with stakeholders and elected officials
- Approximately 550 comments submitted and answered
- Significant media coverage



Screen 3 Expanded Study Area



- Response to public request
- Seeking cost-effective solution to Purpose and Need
- Cicero Bus Rapid Transit & Heavy Rail Transit
- Modified system routes
- Expanded study area
 - Extended north to Lawrence
 - Extended south to 79th Street
 - Extended west to Cicero



Screen 3 Alternatives Maps

New Cicero Alternatives



Bus Rapid Transit



Heavy Rail Transit

New Route Alternatives

(Utilizing Ashland/Ogden)



Heavy Rail Transit to Midway



Heavy Rail Transit to Ashland/Archer

Refined Screen 2 Alternatives

(Lower Cost Alternatives)



Bus Rapid Transit



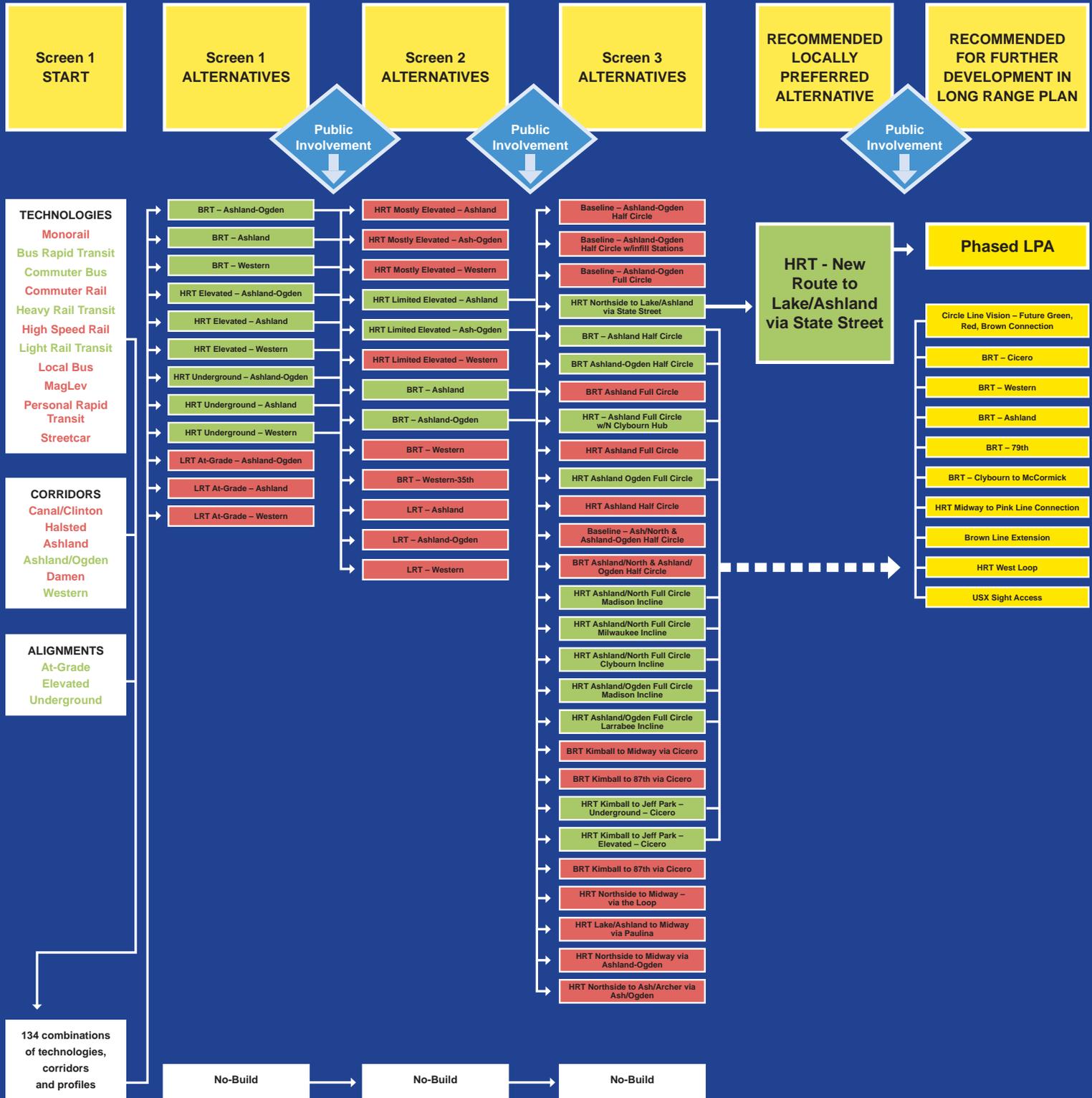
Heavy Rail Transit Ashland/North Ave



Heavy Rail Transit Ashland/Ogden



Alternatives Considered



Screen 3 – Step 3 Summary Evaluation Matrix

Criteria	New Cicero Alternatives		New Route Alternatives (Utilizing Ashland/Ogden)		Refined Screen 2 Alternatives (Lower Cost Alternatives)		
	Bus Rapid Transit	Heavy Rail Transit	Heavy Rail Transit to Midway	Heavy Rail Transit to Ashland/Archer	Bus Rapid Transit	Heavy Rail Transit Ashland/North Ave	Heavy Rail Transit Ashland/Ogden
Order of Magnitude Capital Cost (2009 \$million)	\$230	\$4,900	\$1,600	\$1,600	\$320	\$3,200 - \$4,200	\$2,300 - \$3,000
Annual Operating Cost (2009 \$million)	\$15	\$50	\$37	\$28	\$10	\$36	\$33
Annual Project Ridership (2030-million)	5.5	9.1	26.3	22.4	10.5	24.4	25.1
Annual User Benefits (million hours)	2.7	3.6	5.5	4.3	.6	2.6	2.5
Annual Project Cost Per Hour of User Benefits (compared to no-build)	\$11	\$112	\$27	\$33	\$54	\$103 - \$129	\$79 - \$100
CTA Recommendations	Not Recommended					Recommended for Long Term Vision and premise of LPA	
	Potential component of BRT network	High cost relative to estimated ridership	Does not allow for future connections identified in Purpose and Need		Potential component of BRT network	Provides for future connections identified in Purpose and Need	



Long Term Vision



- Provides future connections identified in Purpose and Need
- Potential Green, Red, Brown and Purple connections
- Future connections require additional environmental impact analysis



Recommended Locally Preferred Alternative



Capital Cost (inflated dollars)*	\$1.1 B
Capital Cost (\$2009)	\$1.0 B
Operating Cost (\$2009)	\$22 M
Project Ridership (Year 2030)**	10 M
* Inflated to estimated year of expenditure ** To be revised to reflect refined service plan	

