

NICTI Alternatives Analysis

Executive Committee Meeting
September 27, 2007

Tran Systems

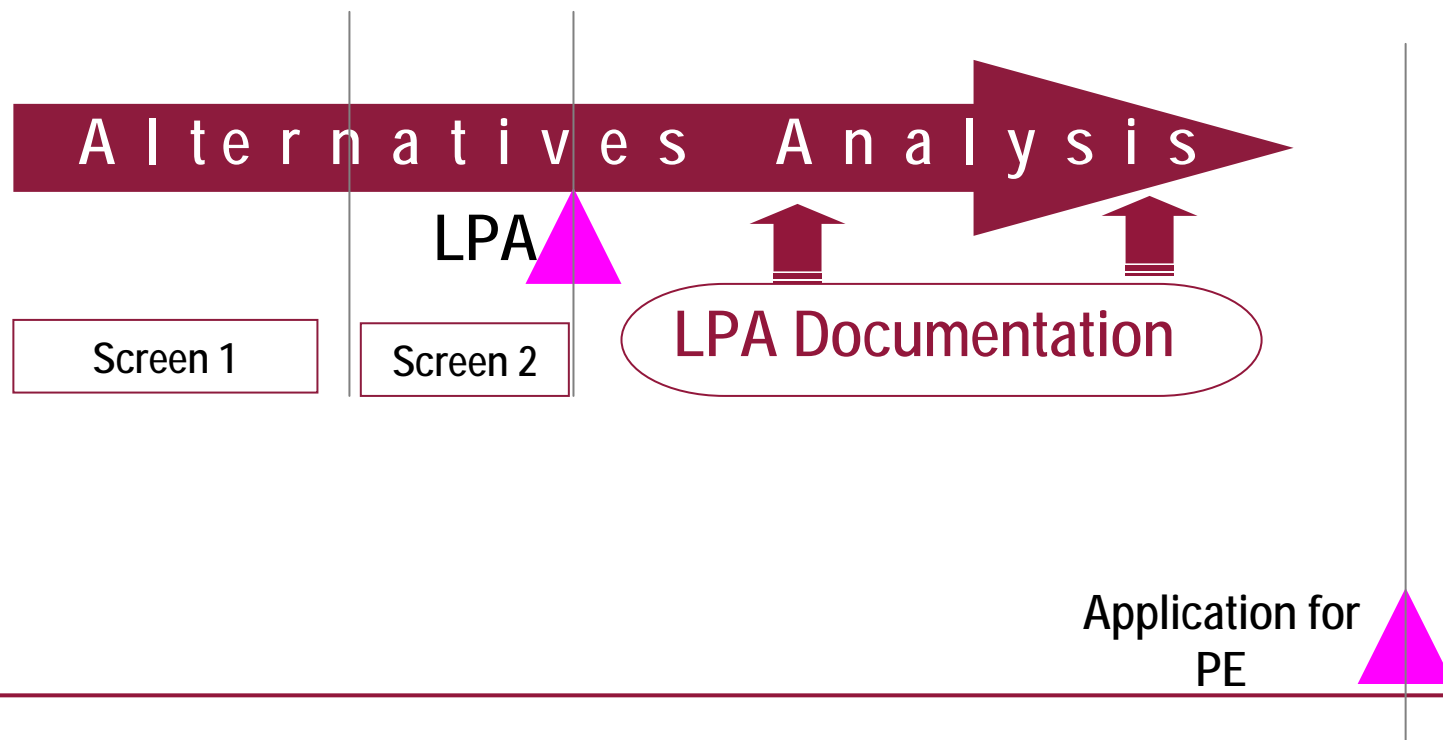
The logo for Tran Systems features the word "Tran" in a bold, white, sans-serif font inside a dark red rectangular box. To the right of this box, the word "Systems" is written in a light blue, sans-serif font. The "Systems" text is partially enclosed by a white outline of a right-pointing arrow shape.

- Review Project Status
- Regional Model Findings – So Far
- Project Funding Discussion
- Discussion and Action about Next Steps
- Discussion and Questions

- Recent Activity
 - May – Executive Committee accepted Screen 1 recommendations to further analyze 4 'Build Alternatives' (BRT1 & 2, CR5 & 6) plus the TSM / Baseline
 - June-August – project slowdown pending state match for grant
 - Ridership work continued
 - Other analysis on hold
 - Late August – state match obtained to provide full project funding

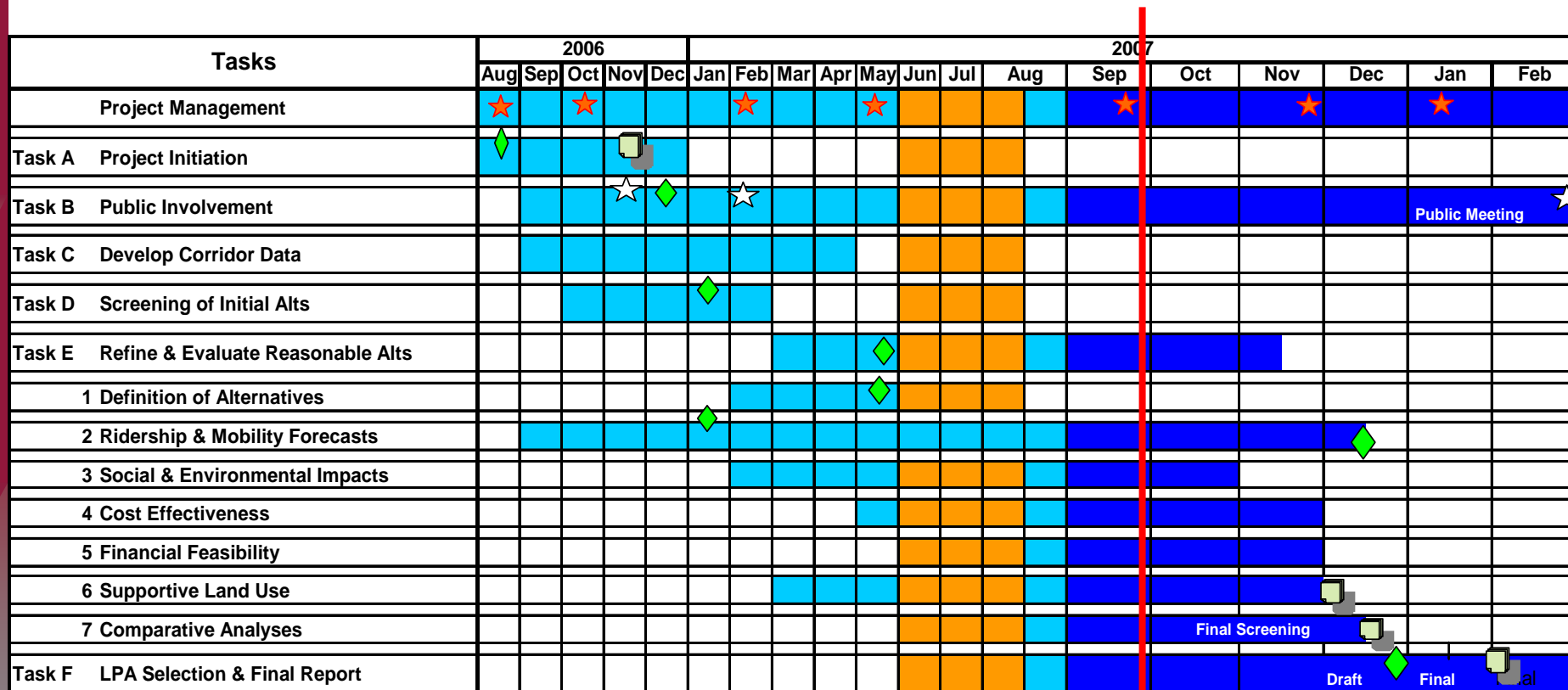
- The Alternatives Analysis process requires any 'build alternatives' to be measured for the incremental improvements over a 'baseline' alternative
- The baseline alternative is negotiated with the FTA, but must represent the best that can be done without a major capital investment
- Baseline likely to be something between
 - Current express bus service
 - Enhanced commuter bus service

- We are early in Screen 2
 - Purpose of Screen 2 is to develop full understanding of capital and operating costs, and other issues related to build and baseline alternatives
 - Provides basis for you to make LPA decision based on facts

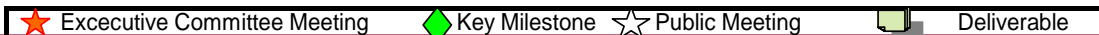
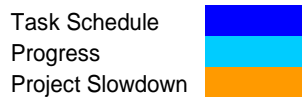


Proposed Revised Schedule

- Full information for LPA decision available by end of January

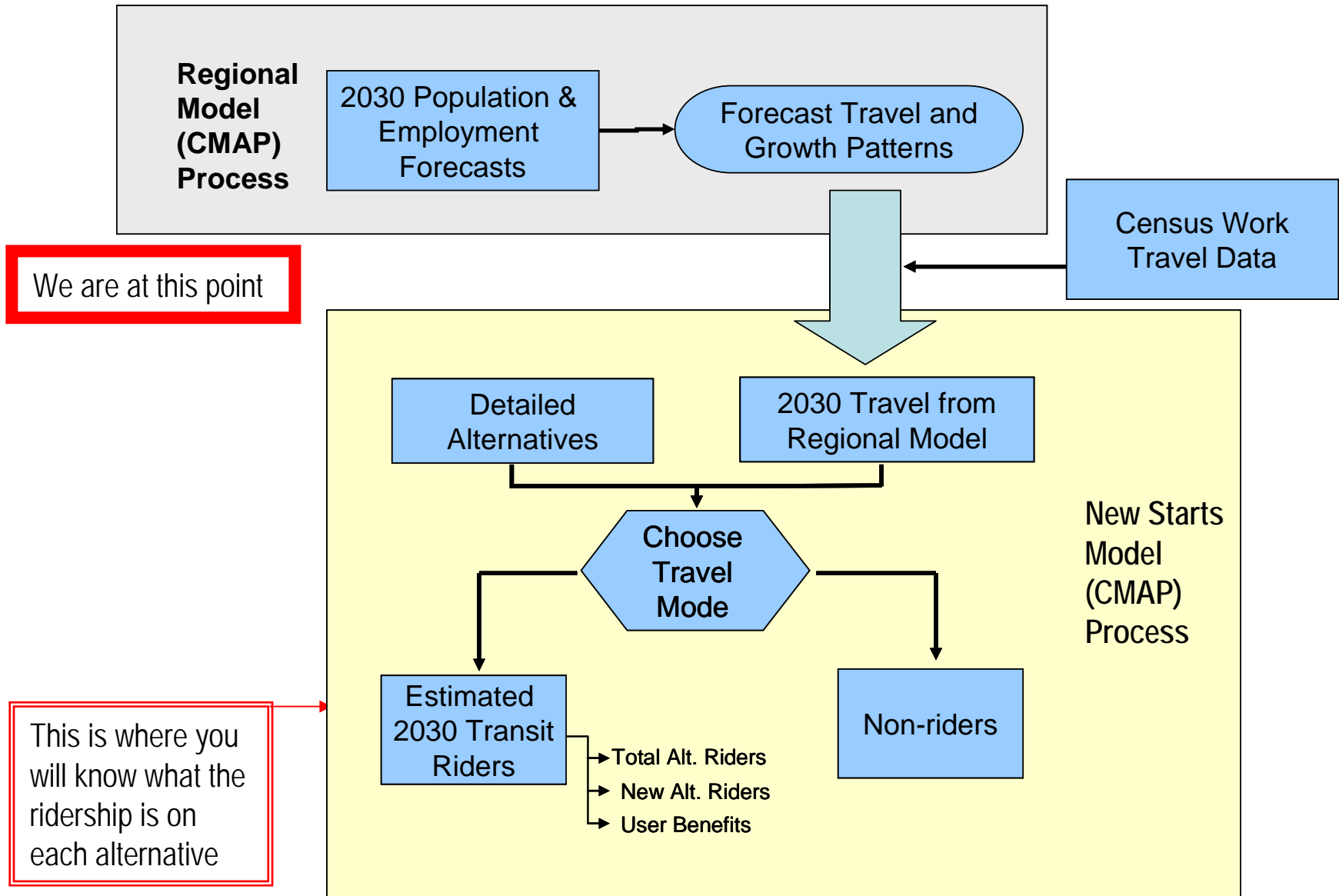


LEGEND



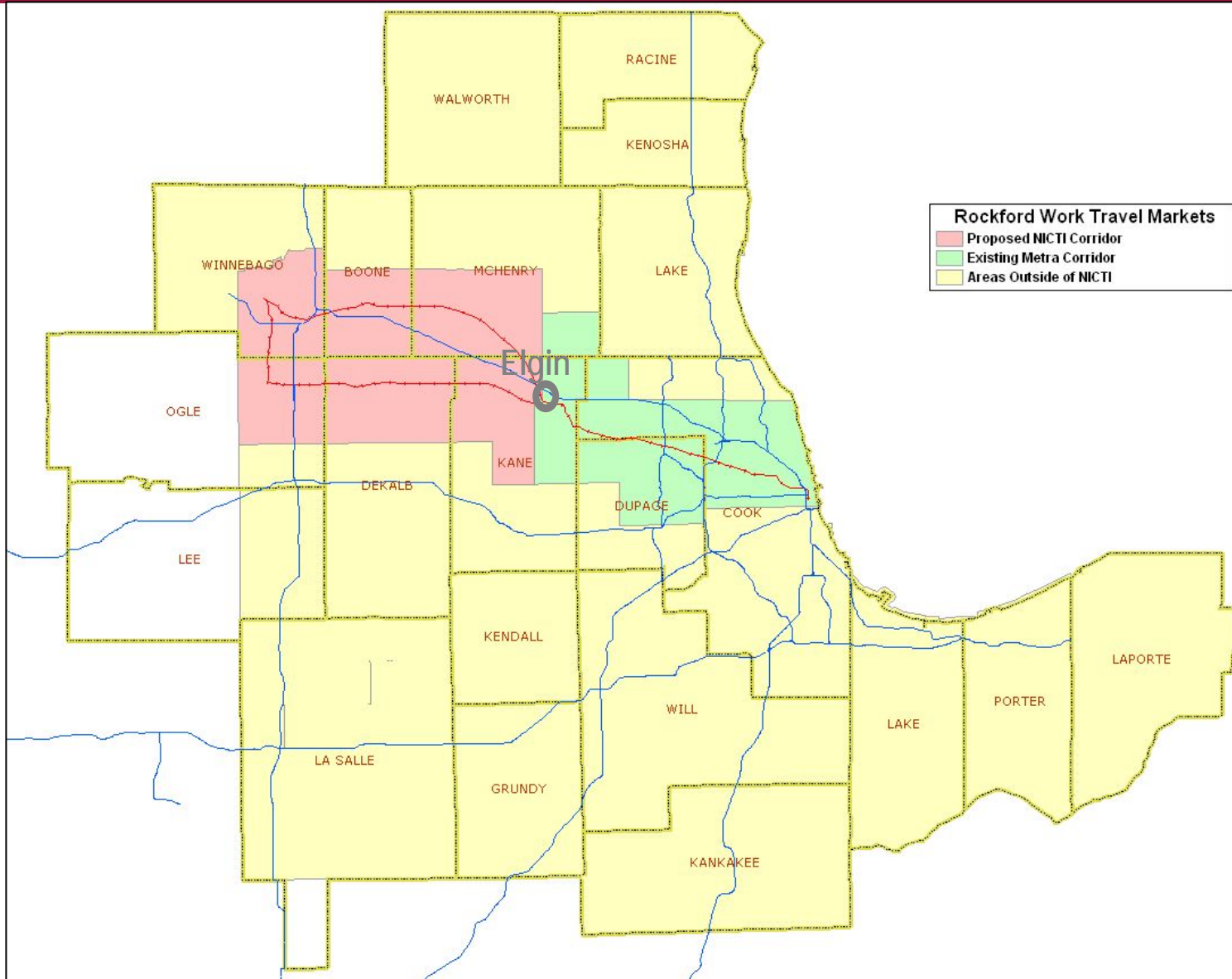
Regional Model Findings – So Far

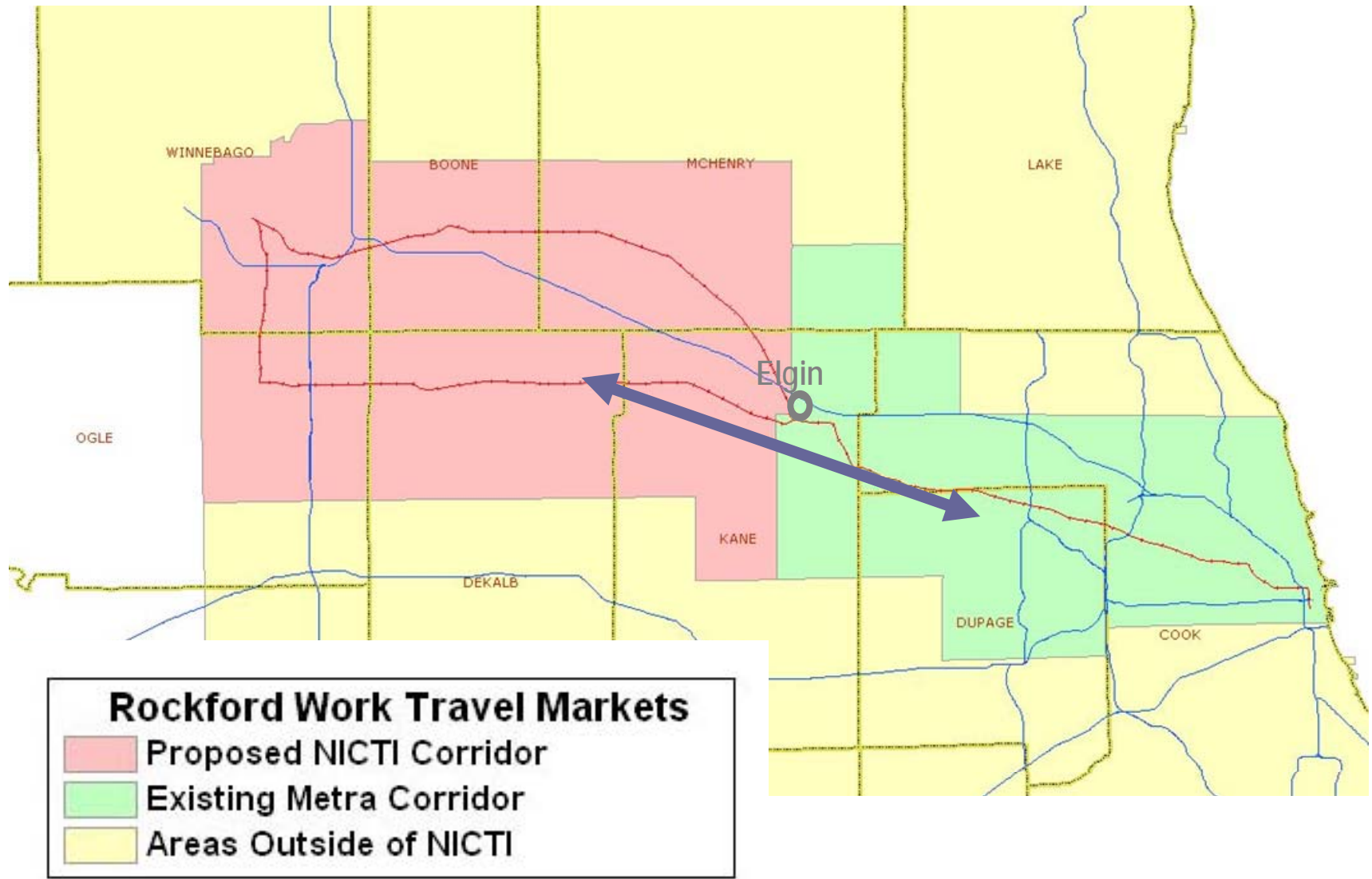
Summary of Modeling Process



- Using local data can provide some insight into potential ridership levels in next stage of modeling
- From Metra Surveys
 - Over 90% drive up to 6 miles to board a commuter train
 - Travel for work is the overwhelming reason (94%) riders use Metra
- From the 2000 Census (CTPP)
 - Work travel by transit from counties where Metra ends
 - McHenry County – 2.9%
 - Kane County – 2.0%
 - Will County – 3.7%

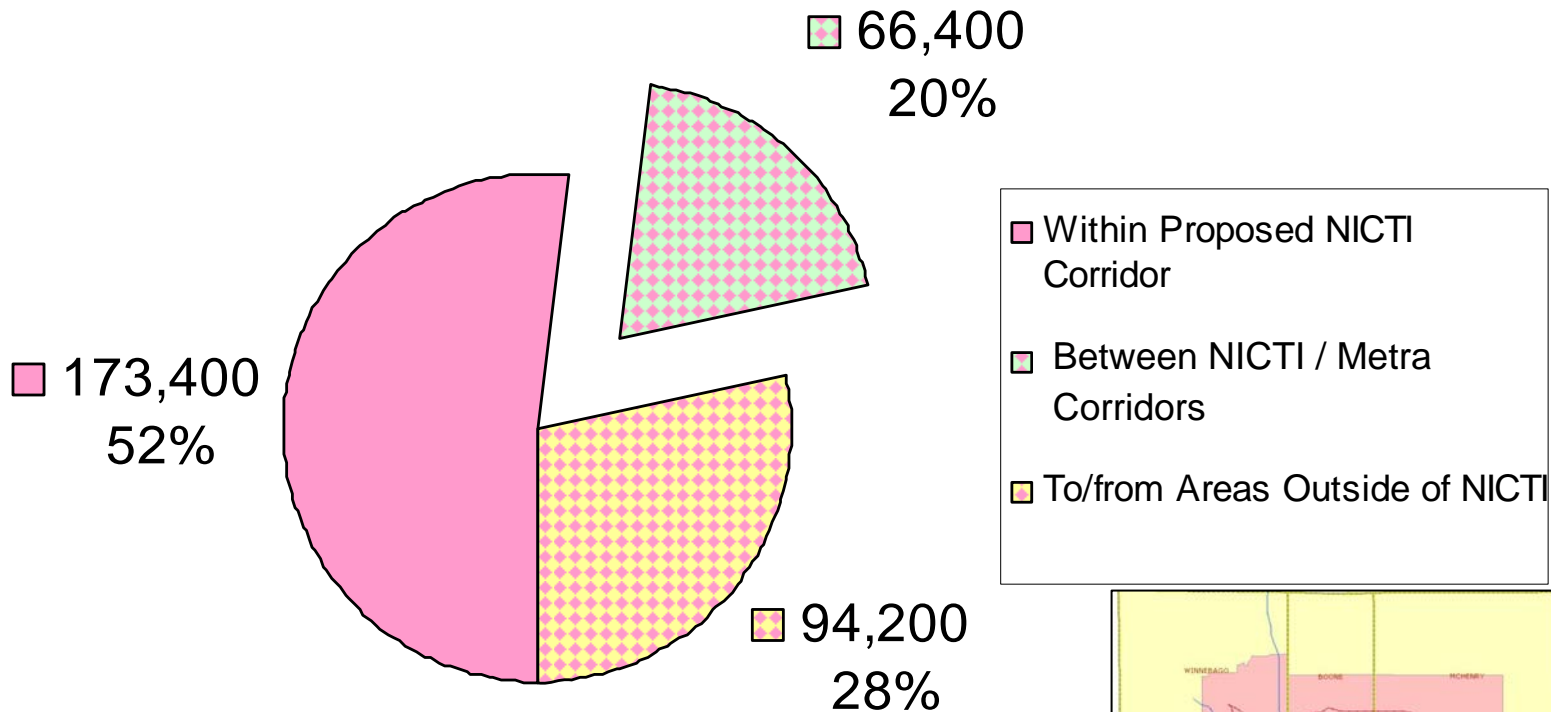
Work Travel Market – Regional View



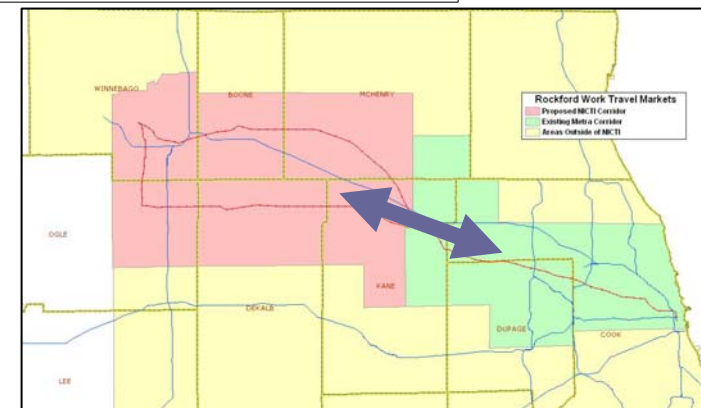


Likely Corridor Travel Market – 2030 Forecast

- Corridor travel most likely to generate transit ridership will be those traveling between NICTI and Metra areas – 66,500 daily work trips

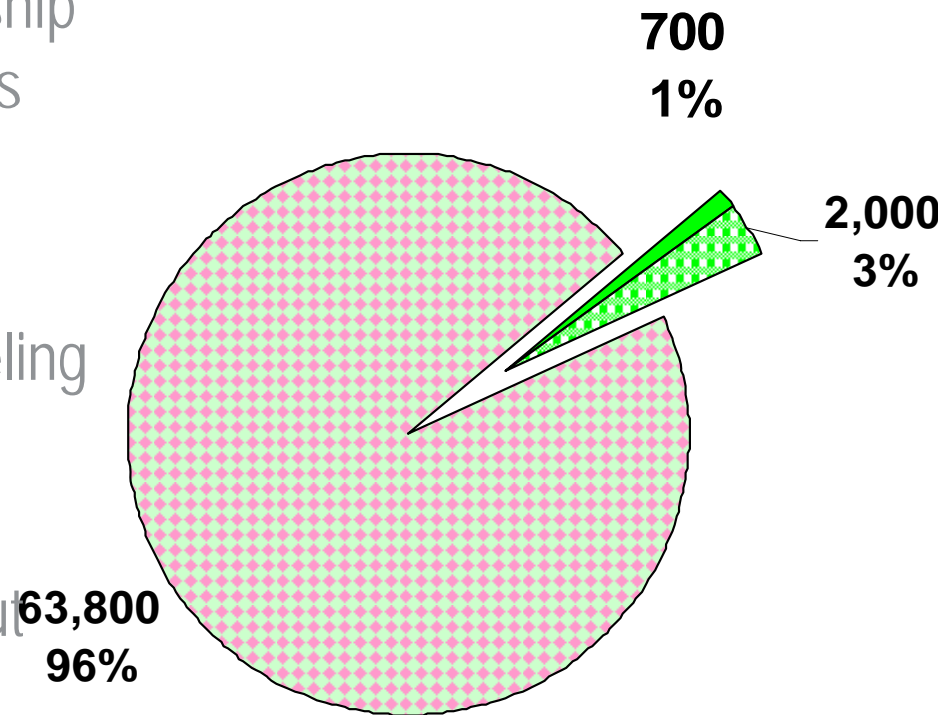


Total corridor volume = 334,100 daily trips



- What do we know?
 - 2030 forecast = 66,500 work trips traveling between NICTI and Metra areas
 - Work travel is overwhelming trip purpose for commuter services
 - Based on current experience, transit captures between 1% and 4% of work travel market
- What does this translate into for the Alternatives Analysis?

- Typically, transit will 'capture' 1% - 4% of the corridor travel market
- Leads to conceptual transit ridership estimate of 700-2,700 daily riders
- Compared to other New Start funded projects, this is rather low
- Completion of the ridership modeling is important to know the actual numbers
- Ridership is a strong indicator, but not the main criteria of New Start rating



STILL ADDING TO THIS. WILL HAVE MORE FOR OUR CONVERSATION

City/Project	Mode	Type	Length (Mi)	Ridership Forecast (Daily)	Estimated Capital (millions)	Ratio Capital Per Rider
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Projects Advancing Through FTA New Starts Program						
Salt Lake/Weber County Corridor	CR	New	44	11,800	\$612	\$51,864 : 1
Minneapolis North-Star Corridor	CR	New	40.5	6,400	\$307	\$48,019 : 1
St. Louis Belleville Extension *	LR	Ext.	17	6,700	\$339	\$50,597 : 1

Projects Receiving "LOW" FTA New Starts Rating						
Tampa Bay Regional Rail (2000)	CR	New	28.5	22,000	\$726	\$33,013 : 1
Schuylkill Valley MetroRail	CR	Ext.	62	47,800	\$2,589	\$54,161 : 1
Raleigh-Durham Regional Rail	DMU	New	28.1	14,000	\$284	\$20,286 : 1

Projects Funded without New Starts Funding						
Nashville East Corridor	CR	New	32	1,500	\$41	\$27,267 : 1
Sonoma Marin (SMART)	DMU	New	70	5,300	\$400	\$75,472 : 1
Napa/Solano	CR	New	43	5,500	\$216	\$39,273 : 1
St. Louis Belleville - Scott AFB **	LR	Ext.	3.5		\$75	
Elgin to Rockford Corridor	-	New	65	1,650	\$162	\$97,780 : 1

Project Funding Discussion

- Federal
 - New Starts
 - Traditional
 - Small Starts
 - Very Small Starts
 - Section 5309
- State
 - Potential for state infrastructure program
- Regional Partnership
 - NICTI, Amtrak, IDOT, Metra
- Locally generated funds to bond capital

- Targeted at commuter projects
 - Projects typically within a metro area
- Funds up to ½ of capital costs
- Remaining capital and all operating costs to be funded locally
- Project size not limited
- Issues
 - Requires FTA rating Medium-High
 - Typically much higher ridership than is foreseen in this corridor
 - Must follow prescribed FTA AA process to advance

- Small Starts
 - Program characteristics
 - Project cost limited to \$250M / \$75M max from Feds
 - Typically has been used for BRT projects
 - Issues
 - Little change in requirements from traditional New Starts
 - Funding for program is under downward pressure
- Very Small Starts
 - Program characteristics
 - Project cost limited to \$50 million / high capacity
 - Issues
 - Fewer ‘requirements’ than other New Starts categories
 - Project larger than TSM / Baseline not likely to be small enough

- State
 - Infrastructure program to replace Illinois First could be a source when developed
 - Not currently being discussed
- Regional Partnership
 - Metra, Amtrak, IDOT, NICTD
 - All have interests in this corridor – is a collaboration possible??
- Local Funding
 - Local funds will need to be raised to fund project operations, station costs and non-federally funded capital costs
 - Possibly use to bond construction

Next Steps

- Continue evaluation of alternatives through Screen 2
 - This will provide you with solid technical data on:
 - Capital cost of each alternative and the TSM/baseline
 - Operating cost of each alternative and the TSM/baseline
 - Ridership on each alternative compared to TSM/baseline
 - Institutional issues (who runs, who operates)
 - Land use information
 - Financial plan
 - Provide you with the required background information to make an informed selection of an LPA and path forward
- This evaluation will be complete by late January
- At same time, explore non-New Starts funding alternatives in more depth

Discussion