



UNION PACIFIC NORTHWEST LINE *upgrade*

Public Meetings
July 10 & 12, 2007

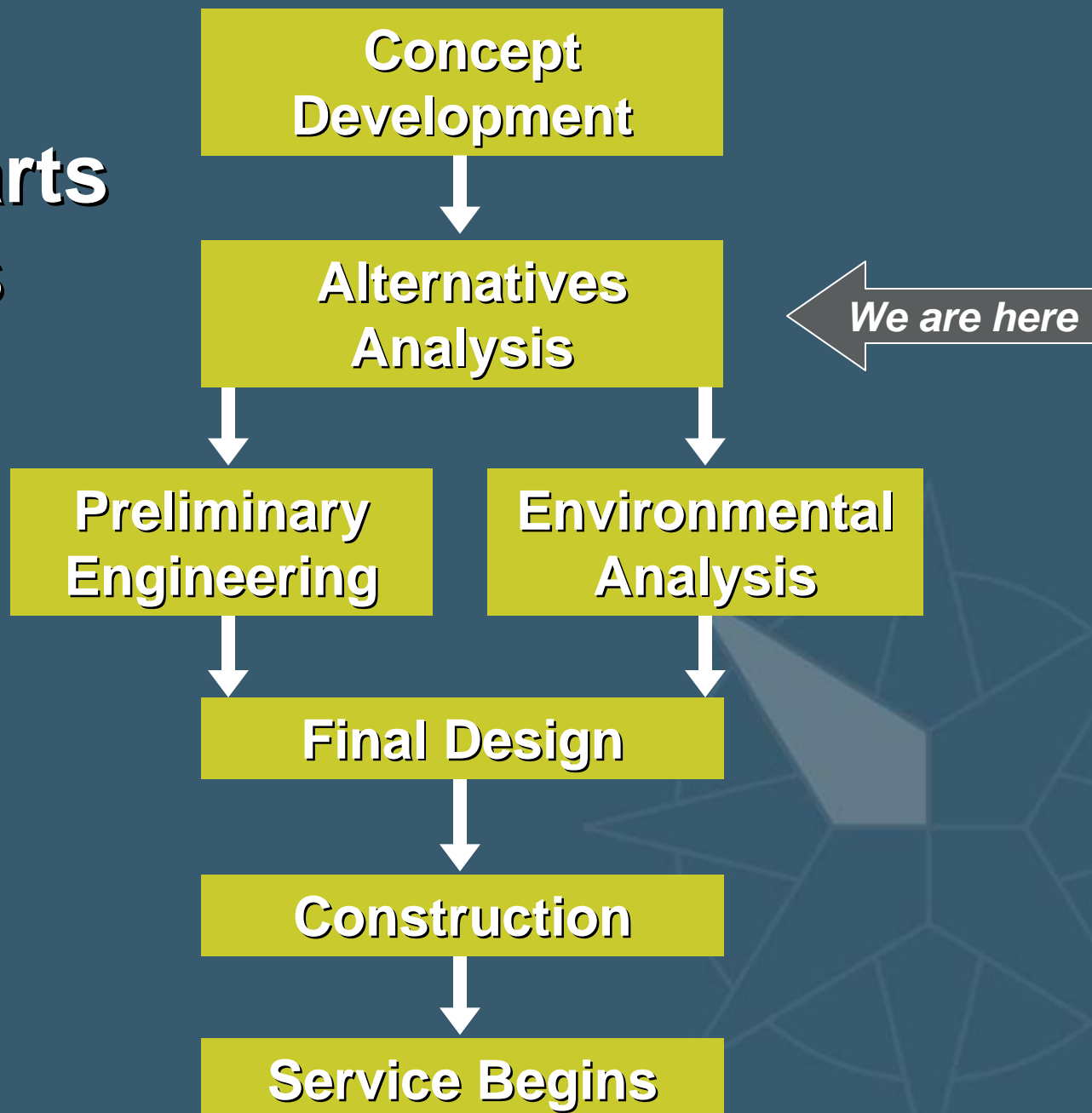
Purpose of Meeting

- Purpose of the study
- Study process
- Alternatives under consideration including changes based on previous public comments
- Study results and recommended Locally Preferred Alternative
- Opportunity for feedback

Metra Wants Your Input

- Many of your previous comments have been incorporated in the study
- Staff present to answer your questions
- Comment cards available
 - Fill out here
- Visit our project website:
 - <http://metraconnects.metrarail.com>


FTA New Starts Process



Steps in this Alternatives Analysis

Public Involvement Throughout

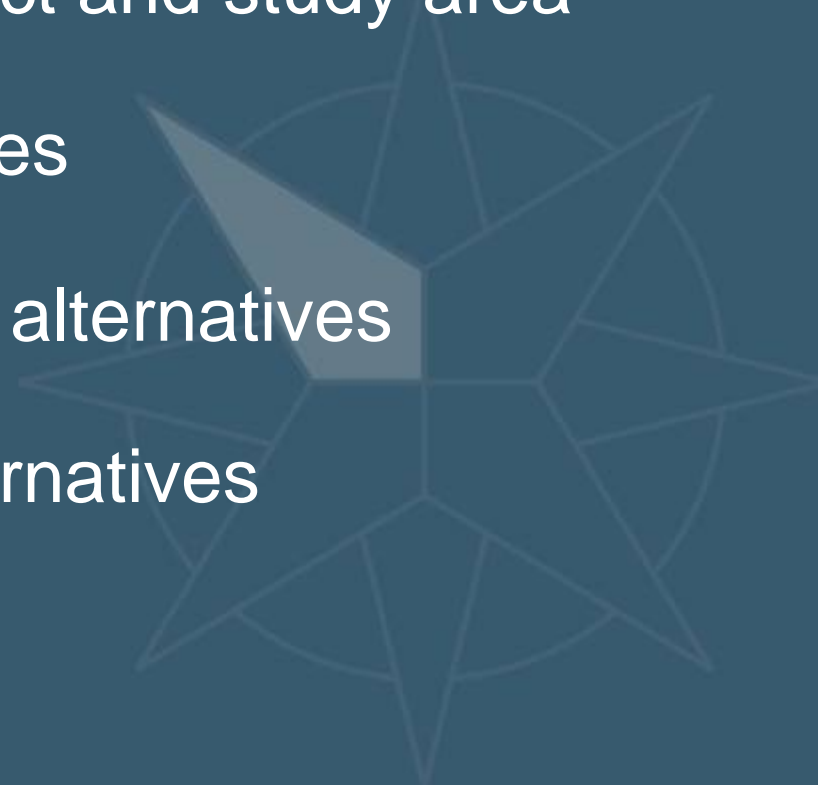


- Develop Purpose & Need
 - Identify Initial Alternatives (Part I: Modes & Technologies)
 - Screen Initial Alternatives
 - Further Define as Conceptual Alternatives (Part II: Modes & Alignments)
 - Screen Conceptual Alternatives
 - Refine & Evaluate Feasible Alternatives
 - Select Locally Preferred Alternative (LPA)
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Progress to Date

At Public Meeting #1

- Explained purpose of study
- Described study process
- Identified purpose of project and study area needs
- Presented initial alternatives
 - modes & technologies
- Presented results of initial alternatives screening
- Presented conceptual alternatives
 - modes with alignments



Progress to Date

Since Public Meeting #1

- Completed screening of conceptual alternatives
- Refined remaining feasible alternatives
- Updated cost estimates
- Completed ridership analysis
- Completed evaluation of feasible alternatives
- Developed recommendation for Locally Preferred Alternative (LPA)

UP-NW Study Area



Needs in Study Corridor



- Capacity for growing travel demand
 - To jobs
 - To educational opportunities
- Improve travel times
- Improve suburb-to-suburb and reverse commute
- Improve connectivity to other transit
- Support existing and planned transit-oriented development
- Minimize or avoid impacts to the natural, cultural, and social environment
- Address needs within the local financial capacity including initial cost and sustainability

Project Purpose



- Address growing demand for traditional commute into Central Chicago
- Address growing demand for suburb-to-suburb and reverse commute service
- Improve access from northeast McHenry County and northwest Lake County
- Improve travel time
- Improve operational efficiency with modernized facilities

Conceptual Alternatives Considered

- Alternative 0: No-Build
- Alternative 1: TSM/Baseline (Express Bus)
- Alternative 2: Commuter Rail Improvements
- Alternative 3: Commuter Bus to Downtown Chicago
- Alternative 4: Commuter Bus to Northwest Suburbs

Screening of Conceptual Alternatives

- TSM Alternative removed from further study as it was not likely to perform significantly better than No-Build (No-Build Alternative proposed as New Starts “Baseline”)
- Commuter Bus to Downtown Chicago was removed because the travel time is significantly greater than No-Build travel times for the same trip. Added cost of commuter bus combined with longer trip times will not provide a good rating when compared with No-Build

Feasible Alternatives

- Three conceptual alternatives were recommended for further study:
 - No-Build
 - Commuter Rail
 - Commuter Bus to NW Suburbs



Feasible Alternatives

No-Build

■ No-Build



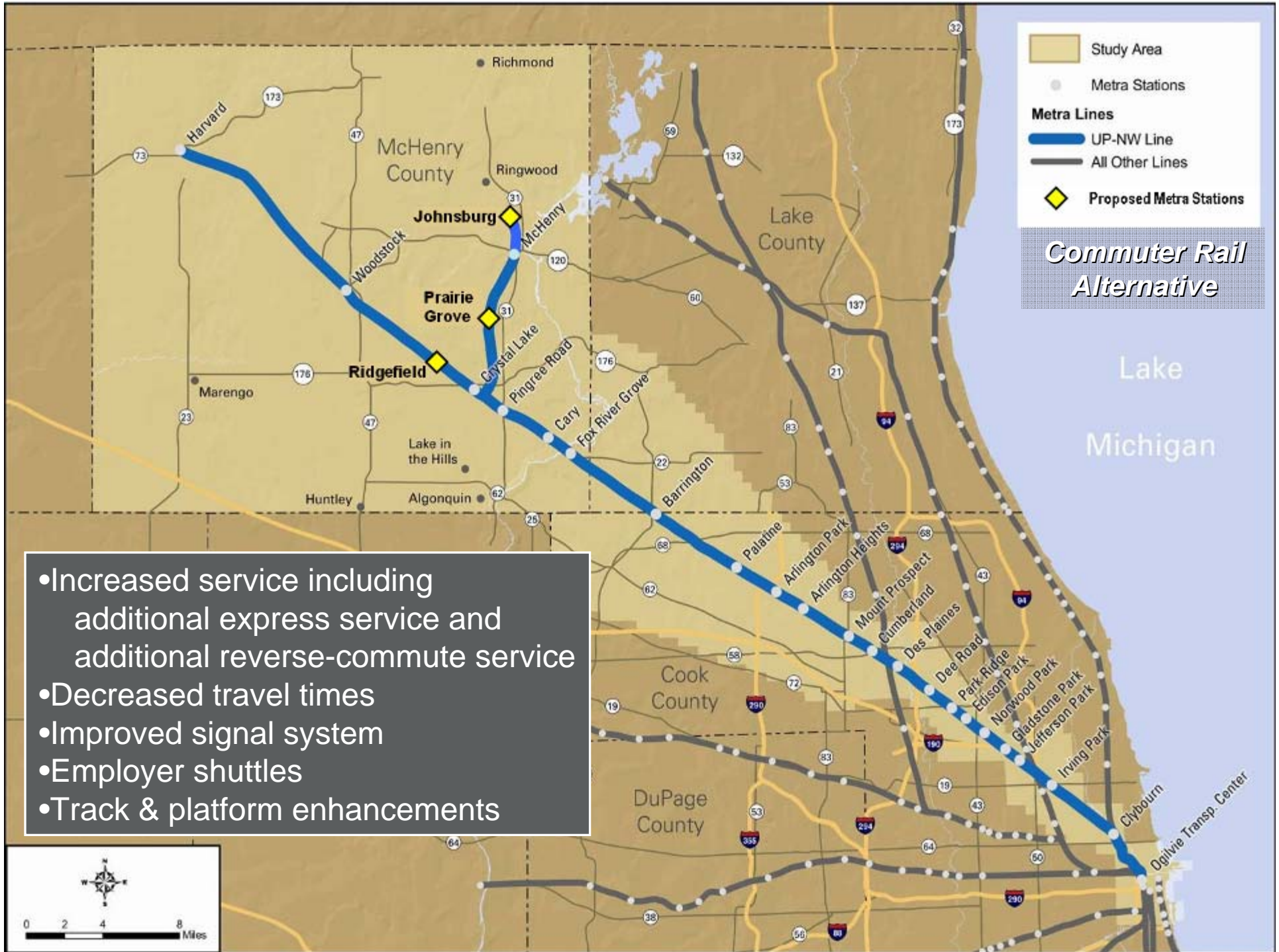
- Base against which other alternatives are compared
- Includes capacity improvement projects already in Transportation Improvement Program
 - Open tolling on I-90
 - Rand Road Traffic Signal Priority (TSP)
 - Golf Road Bus Rapid Transit (TSP)
 - Parking expansion at Pingree Road
 - Several park-and-ride lots
- Potential for service reduction or elimination of McHenry Branch

Feasible Alternatives

Commuter Rail Alternative

■ Commuter Rail Alternative

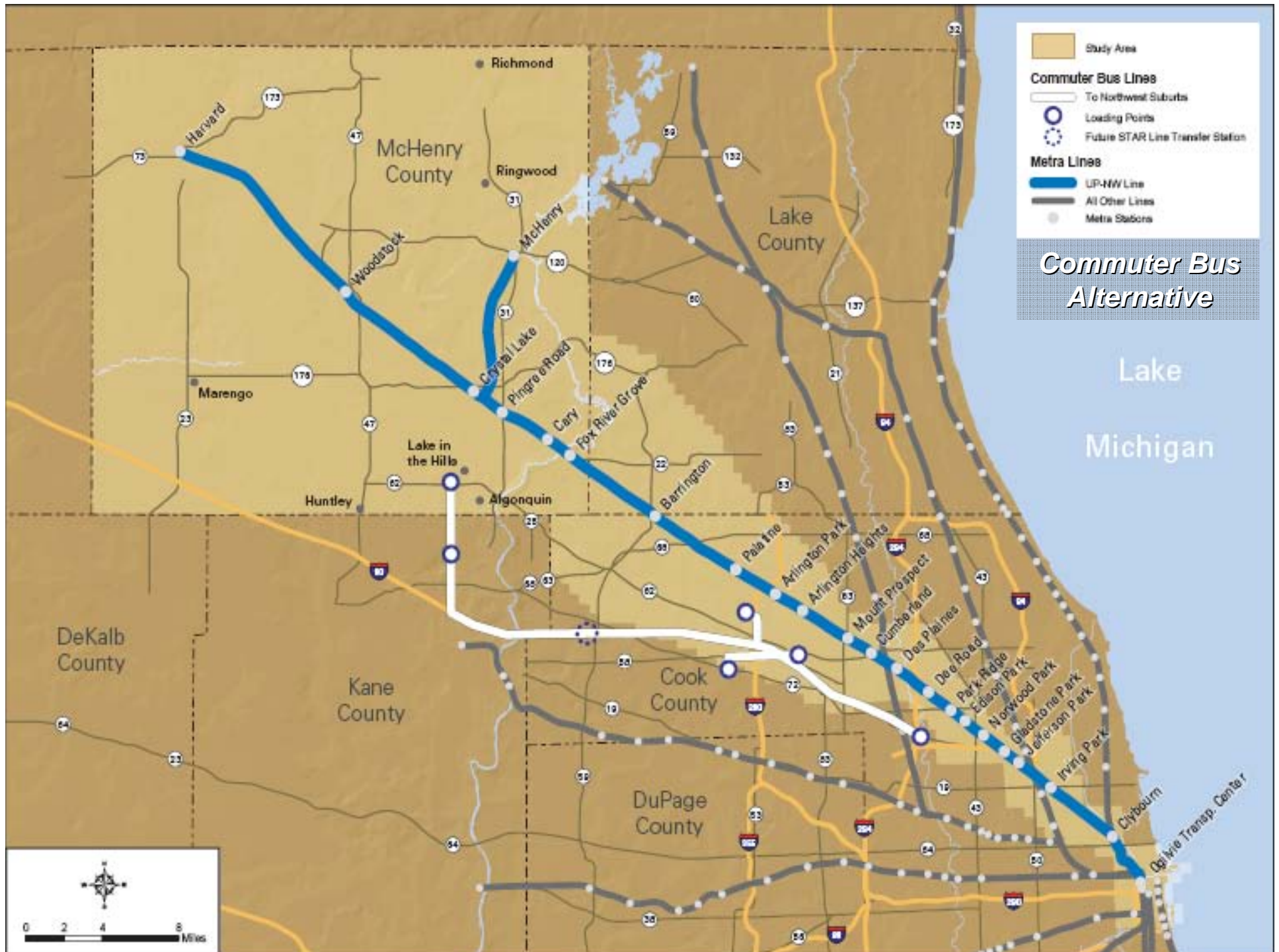
- Consolidate existing yards to two new modernized yards: northwest of Woodstock and north of McHenry
- Three new stations: Johnsburg, Prairie Grove, and Ridgefield
- Implement Additional service
 - 24 Inbound AM Peak trains (vs. 17 in No-Build)
 - Additional express service
 - Reverse commute trains including express
- Shuttles from stations to major employers
- Other infrastructure changes to allow improved travel times




Feasible Alternatives

Commuter Bus Alternative

- Commuter Bus to Northwest Cook Co.
 - Limited boarding locations in the southern tier of McHenry County
 - Buses would travel in mixed traffic
 - 62 Inbound AM Peak Buses traveling to various destinations
 - Potential destinations include Schaumburg, Rolling Meadows, O'Hare, and Rosemont
 - 7% increase in transit capacity
 - Scheduled travel times would be approximately 47 minutes



Final Screening

- Detailed screening provides sufficient information to allow decision-makers to select an LPA
 - Detailed screening criteria relate to the project's goals and objectives
 - Measures are consistent with FTA's New Starts criteria
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Final Screening

■ Summary

Evaluation Criteria	No-Build Alternative	Commuter Rail Alternative	Commuter Bus Alternative
Increase Transit Capacity	○	+	+
Increase Transit Ridership	○	+	○
Minimize or Avoid Negative Impacts to the Environment	○	+	-
Decrease Travel Time	○	+	-
Provide Compatibility with Transit Supportive Development	+	+	-
Improve Operating Efficiency	○	+	-

+ Comparatively Better ○ Neither Better nor Worse - Comparatively Worse

Final Screening

■ Key Evaluation Criteria

Evaluation Criteria	No-Build Alternative	Commuter Rail Alternative	Commuter Bus Alternative
Increase in Regional Transit Ridership ¹	-	4,100	100
Transportation System User Benefits (hours per weekday)	-	8,600	40
Capital Cost (millions of dollars) ²	-	\$352	\$57
Cost Effectiveness Index	-	Medium	Low

Notes: 1. Ridership reflects the change in transit person trips versus the No-Build; 2030 daily trips.

2. Estimated capital costs expressed in 2006 dollars. Costs subject to change.

ALL RIDERSHIP AND COST ESTIMATES ARE PRELIMINARY AND SUBJECT TO FURTHER REVISION.

Recommended LPA



- Recommended LPA is

Commuter Rail Alternative

- Greatest ridership and user benefits
- Supports existing and planned station-area development
- Competitive with other New Starts across the United States
- Improved suburb-to-suburb commute and reverse commute options
- Two new modernized yards
- Additional express service

Note: Although general alternative will remain the same, the LPA will be further refined as project moves forward into preliminary and final engineering.

Details of Recommended LPA

- Yards
 - Provide new layover yard facilities at Woodstock and Johnsburg
 - Modernized facilities for cleaning, washing, inspection, and servicing of toilets
- Stations
 - Johnsburg, Prairie Grove, and Ridgefield
 - Other station improvements to accommodate increases in passenger boardings
- Increase rail rolling stock fleet to support increased service
- Signals
 - Signalize the entire McHenry Branch
 - Improved signals on other parts of the line
- Schedule
 - Increase from 17 to 24 trains in peak for CBD-bound riders
 - Increase from 4 to 8 reverse commute trains
 - 7.5 minutes average peak frequency (11 min. existing)
- Other
 - 35% increase in capacity
 - Employer shuttles at several stations for the “last mile”

Next Steps



- Receive and incorporate your comments
- Receive CMAP and CATS endorsement
- Submit New Starts Package to FTA (requesting entry into Preliminary Engineering)
- Begin scoping process for Environmental Assessment

Project Schedule

Key Tasks	Target Date
Incorporate Comments	June/July 2007
CMAP/CATS Endorsement	July 2007
FTA Submittal	August 2007
Environmental Assessment	Starting 2007
Preliminary Engineering	Starting 2008

Public Involvement



- Technical Advisory Committee meetings
- Public Informational meetings
- Website

www.metraconnects.metrarail.com

- Agency coordination
- Pace coordination meetings
- Northwest Municipal Conference update
- McHenry County Council of Mayors
- ON THE BI-LEVEL commuter newsletter
- Comment cards



Thanks

- Thank you for attending! Your participation and comments are important to the success of this project.
- Please submit a comment card with any comments or questions.
- Visit our project website at www.metroconnects.metro-rail.com