Sandhouse Gang
March 22, 2006
Sandhouse Gang

- *Metra Connects* Projects
- New Starts Process
- Purpose & Need
- Initial Alternatives
- Project Status
New Start Process: Metra Projects

- **ISTEA (1991)**
  - NCS Startup

- **TEA-21 (1998)**
  - NCS Upgrade
  - UP-W Extension
  - SWS Extension & Upgrade

- **SAFETEA-LU (2005)**
  - **Metra Connects**
    - UP-W Upgrade
    - UP-NW Upgrade
    - SouthEast Service
    - STAR Line
UP-W Upgrade
Alternatives Analysis Study Area
UP-NW Upgrade
Alternatives Analysis Study Area
SouthEast Service
Alternatives Analysis Study Area

Burnham
Calumet City
Dolton
South Holland
Thornton
Glenwood
Lansing
Chicago Heights
Ford Heights
Sauk Village
Richton Park
Lynwood
Hammond, IN
Highland, IN
Dyer, IN
Munster, IN
Schereville, IN

Riverdale
Harvey
Hazel Crest
East Hazel Crest
Homewood
Flossmoor
Matteson
Park Forest

University Park
Monee
Peotone

Crete
Steger
Beecher
Cedar Lake, IN
St John, IN
STAR Line Alternatives Analysis Study Area
Alternatives Analysis

LPA, MPO Action, PE App., PMP

FTA Evaluation to Enter PE

Preliminary Engineering

FTA Eval. to Enter Final Design

Final Design

FTA Evaluation for FFGA

FFGA

Begin Construction
Alternatives Analysis (AA)

Bridge between Systems Planning and Preliminary Engineering (PE)
Steps in Alternatives Analysis

- Develop **Purpose & Need**
- Identify Initial Alternatives, Part I
- Screen Initial Alternatives, Part I & Further Define as Initial Alternatives, Part II
- Screen Initial Alternatives, Part II
- Refine & Evaluate Feasible Alternatives
- Select **Locally Preferred Alternative (LPA)**
Next Steps after AA

- Preliminary Engineering
- Environmental Impact Statement
- Final Engineering
- Full Funding Grant Agreement (FFGA)
- Construction
Supporting Services Consultants

- Corridor Consultant: Parsons Brinckerhoff
- Public Involvement: Res Publica Group & Carmen Group
- Document Management: Hill International
- Quality Assurance Plan: Hill International
- Project Management Plan: Hill International
- Ridership & Modeling: AECOM
- Financial Plans: Cambridge Systematics
- New Starts Documents: Cambridge Systematics
- Diesel Multiple Unit (DMU) Evaluation: Booz-Allen
## Project Schedule - Tasks

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeline</th>
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<tbody>
<tr>
<td>Project Initiation: Develop Purpose &amp; Need and Identify Initial Alternatives</td>
<td>Through February</td>
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<tr>
<td>Screen Initial Alternatives</td>
<td>January – May</td>
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<tr>
<td>Refine &amp; Evaluate Feasible Alternatives</td>
<td>May – August</td>
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<tr>
<td>Select Locally Preferred Alternative</td>
<td>September – November</td>
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## Final Implementation Timeline

<table>
<thead>
<tr>
<th>Service</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>UP-W Upgrade</td>
<td>5-6 years</td>
</tr>
<tr>
<td>UP-NW Upgrade</td>
<td>5-6 years</td>
</tr>
<tr>
<td>SouthEast Service</td>
<td>9-10 years</td>
</tr>
<tr>
<td>STAR Line</td>
<td>9-10 years</td>
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STAR Line
Alternatives
Analysis
Study Area
Purpose and Need: Why is a Transportation Improvement Needed?

- Suburb-to-suburb travel market is larger than suburb-to-city
- Suburb-to-suburb market is growing rapidly
- Imbalance between jobs and housing
- Lack of suburb-to-suburb mobility options
- Poor air quality
Suburb-to-Suburb Travel Markets

- Larger than market to Chicago
- Imbalances exist
Suburban Growth is Predicted to Continue

- **2030 Population**
- **2030 Employment**
Jobs-Housing Imbalance

- Southern subareas: 50% of study area population in 2030
- Jobs: Overall corridor growth
- Northeast subareas: 50% of jobs in 2030
Problem: Poor Transit Service in Corridor
Problem: Existing Highway Network Congested
Study Goals and Objectives

- Improve mobility in the study area
- Provide a reliable, competitive travel choice
- Connect population and employment concentrations
- Support economic development
- Preserve and protect the environment
Initial Alternatives

- Potential solutions under development that could address Purpose and Need
- Wide range of solutions to be considered, then eliminated through screening
- Alternatives first considered by mode
Local Bus / TSM Alternative
Bus Rapid Transit
Alternative #1
Commuter Rail Alternative
Diesel Multiple Units (DMUs)

Images courtesy of Siemens, Bombardier, Stadler, and Sumitomo
STAR Commuter Rail Alternative

Goal of an Alternatives Analysis:

- Develop concepts in “sufficient detail”
- Identify issues including costs
- Consider impacts
Project Status

- Completing early stage documents
- Refining alternatives including new technical concepts
- Discussions with Tollway, EJ&E, and other stakeholders
Commuter Rail Assumptions

- **East-West segment**: Dedicated passenger railroad in Tollway ROW
- **North-South segment**: Shared corridor with EJ&E
- **FRA compliant equipment**
Key Issues

- EJ&E coordination
- O’Hare station location
- Prairie Stone station and configuration
- Coordination with Tollway rebuild
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