



Recommended Short & Long-Term Public Transportation Plan

June 2015





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Submitted By:

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1.0 Introduction

In 2003, the municipalities along the Illinois River from Joliet to LaSalle-Peru examined whether commuter rail service was feasible on the old Rock Island Line west of Metra's Joliet Union Station. The study concluded it appeared physically, operationally, and financially feasible on its face. However, it recommended a closer look at this line's potential ridership, costs, and supporting public transit network.

Several years later, the City of Ottawa received an earmark from the Federal Transit Administration and a grant for non-Federal matching funds from the Illinois Department of Transportation to pursue these recommendations. During this time, Ottawa and other municipalities had questions about where their residents travelled to work and whether the commuter rail route they had sought was the best one.

This study therefore took a broader look at public transportation to determine existing and potential demand for all forms of public transportation in Grundy, LaSalle, and Kendall Counties. It seeks to help this region's communities determine how they can improve their existing public transit systems in the short-term and long-term to better serve the various types of demand they have or will likely have in the future.

1.1 Study Organization

To complete this study, the consultants prepared several major reports with significant stakeholder participation, including extensive input from the general public. These reports are: an Existing Conditions and Market Assessment Report; a Socioeconomic, Ridership and Costing Methodology Report; and a Recommended Short- and Long-Term Public Transportation Plan. Each of these reports enabled the consultants and stakeholders to get a clearer and comprehensive picture of public transportation needs primarily for Grundy, Kendall, and LaSalle Counties.

The Existing Conditions and Market Assessment Report describes who lives within the study area, where they travel to and from, what resources they have available for making this travel, and how public transportation may make some of this travel easier. It also provided a blueprint for further analysis in this study's subsequent phases and helps explain how the consultant devised their short-term and long-term recommendations in the Public Transportation Plan.

The consultants prepared the Existing Conditions and Market Assessment Report in August 2014. They updated it in April 2015 after receiving significant input from this study's stakeholders and the general public.

The Socioeconomic, Ridership and Costing Methodology Report documents the methodologies the consultants used to forecast socioeconomic conditions, potential ridership, and future costs. The consultants primarily used population and employment projections to help derive their socioeconomic forecasts. The forecasted data served as input into the public transportation ridership model. The data from these forecasts helped the consultants determine which of the proposed transit recommendations in the first report appear feasible. Finally, the consultants developed capital, operating, and maintenance costs for some of the initially proposed major capital projects. These numbers are order-of-magnitude costs based on previous projects.

The consultants prepared the Socioeconomic, Ridership and Costing Methodology Report in February 2015. They updated it in April 2015 and May 2015 after receiving input from this study's stakeholders.

In this report, the consultants present short- and long-term recommendations for public transportation in the study area. The short-term recommendations address public transportation needs over the next five years. They include expansion of the existing dial-a-ride services and potential new limited stop express bus services. The long-term recommendations address public transportation needs for the next twenty years or more. For these recommendations, the consultants examined two potential passenger rail corridors and potential new fixed-route bus services. They also examined funding options for implementing these recommendations and present them later in this report.

This report's short- and long-term public transportation recommendations are subject to funding constraints. The consultants have therefore included a menu of funding options.

2.0 Recap of Findings from the Existing Conditions and Market Assessment Report

In the Existing Conditions and Market Assessment Report, the consultants analyzed socio-economic data, land uses, transportation data, and travel patterns for the study area. They used this data to consult with the area's stakeholders and the Illinois Department of Transportation to identify and evaluate public transit services and potential capital and operating needs in the study area. This process yielded a series of short- and long-term recommendations, which the consultants will fully describe in Sections 3 and 4. In this section, however, the consultants will recap the previous findings from the Existing Conditions and Market Assessment Report to highlight the connections between the existing conditions data and the short- and long-term recommendations.

Demographics

Although population growth occurred in all of the study area's counties between 2000 and 2010, Grundy and Kendall Counties' population boomed. Most of this growth occurred in townships closest to the Chicago metropolitan area. These townships will likely continue growing more than 50% by 2040.

Bruce, LaSalle, Oswego, and Ottawa Townships had some of the greatest percentages of low-income households and highest population densities within the study area counties. LaSalle County also had one of the lowest percentages of car ownership. These townships may have especially high pent-up demand for public transportation and merit further research in this study's next phase.

Most of the study area's major employers are located along either I-39 or I-80. This is where most of the area's industries, commercial areas, and tourist attractions are.

Existing Public Transit

Intra-regional Bus Service

Dial-a-ride services offer public transportation throughout each of the counties within the study area. These services have become increasingly popular, possibly given the growing and aging population. However, travel across the study area is difficult if not impossible because potential riders have to call for rides from each of the services separately a day or two in advance and have to identify a place to transfer that will be mutually agreeable with all of the transit operators involved.

Unlike these carriers, Bureau and Putnam Area Rural Transit, which is outside but adjacent to the study area has a designated transfer area offering shelter and related conveniences for their riders while waiting for a connecting service. They also have days designated for travel to other counties in the region, although demand may exist for more interregional service.

Connections with Metra Commuter Rail to Chicago and Northeastern Illinois

The study area has limited fixed route and dial-a-ride public transit connections to Northeastern Illinois' public transportation network. Kendall Area Transit operates a fixed route bus service between Oswego and the Aurora Metra Station, providing three trips each from its Mill Road and Farmington Lakes park-and-ride facilities and the Aurora Metra Station in the morning and three trips each from the Aurora Metra Station to the Mill Road and Farmington Lakes park-and-ride facilities in the late afternoon and early evening.

Pace operates Route 529 within the study area, which provides service between Geneva and Montgomery with an intermediate stop at the Aurora Metra Station. The last bus leaves Aurora Metra Station at 4:50 p.m.

The schedules of the fixed route bus services to the Aurora Metra Station preclude most commuters from taking public transit back to the study area. Commuters wanting to catch the last Pace bus to Montgomery, for example, would have to leave Chicago Union Station no later than 3:21 p.m.

Kendall Area Transit and the Grundy Transit System provide dial-a-ride service to the Aurora Metra Station and Joliet Union Station respectively. Both of these dial-a-ride services stop operating at 6:00 p.m. Commuters working in Chicago will have to catch the train for Aurora no later than 3:21 p.m. or the train for Joliet no later than 3:45 p.m.

Connections with Amtrak to or from Chicago

The study area has limited dial-a-ride public transit connections to Amtrak's Chicago-Quincy Corridor and Chicago-St. Louis Corridor. Grundy County residents can access Amtrak trains leaving or departing Joliet's Amtrak station. They can meet the arriving and departing Lincoln Service trains in the morning and the arriving and departing Texas Eagle trains in the afternoon. However, they cannot use Grundy Transit Service to or from Lincoln Service trains in the evening.

Study area residents cannot use the Amtrak train to commute between Joliet and Chicago since Amtrak is prohibited from competing with Metra for riders. They may travel between the two cities if they are transferring to another Amtrak train at Union Station and are arriving from or destined to an area outside of Northeastern Illinois.

LaSalle and Kendall County residents can respectively access Amtrak's Illinois Zephyr trains departing Mendota or Plano and Carl Sandburg trains arriving from Chicago. However, they cannot access public transit for a return trip at night because both of these dial-a-ride services stop operating after 6:00 p.m.

These study area residents cannot currently use Amtrak to commute to Chicago since the earliest Amtrak train arrives at Chicago's Union Station at 10:35 a.m. and no public transit connections exist for a return trip. This train, however, could be useful for people traveling to/from the area's tourist attractions, such as Starved Rock and the Farnsworth House if connecting public transit or other services were available.

Potential Bus or Rail Commuter Service from the Study Area to Chicago

Currently, 10,165 workers travel daily to Cook County (but not necessarily Chicago) from the study area. Most of these workers likely drive part or all of the way to and from their destination. Connecting public transit service within the study area is largely restricted to areas

closest to the nearest Metra station for fixed-route riders and limited to a handful of rides for dial-a-ride users.

The consultants have reviewed the operations and physical condition of the potential Aurora-Peru and Joliet-Peru Rail Corridors. The Aurora-Peru Rail Corridor has considerable traffic, significant operational issues, and the need for major capital investments, including numerous private crossings and the condition of the track bed. The Joliet-Peru Rail Corridor would also require major capital investment to upgrade the rail for commuter service. The consultants will therefore examine ridership and needed investment in the next phase.

Alternatives to a potential commuter rail service could be a commuter bus network, more local or feeder bus service to existing Metra terminals, or dial-a-ride service to a potential Chicago-Quad Cities Amtrak train if implemented. This train would also have to leave early enough from Mendota and Plano to make it a practical option for work commutes to and from Chicago.

2.0 Short-Term Plan

The Short-Term Plan as described below contains recommendations stakeholders could likely make in the next five years to improve public transportation within the study area. Their implementation is, of course, subject to funding availability.

2.1 Expanded Dial-a-Ride Service Hours

Although it was not addressed as an issue in the Existing Conditions and Market Assessment Report, the consultants determined that the study area's dial-a-ride services would better serve people travelling to or from work if they would all operate between 6:00 a.m. and 6:00 p.m. Currently, only the Grundy Transit System has these operating hours. Kendall Area Transit operates between 7:00 a.m. and 6:00 p.m. and North Central Area Transit operates between 8:00 a.m. and 4:00 p.m.

These revised operating hours for Kendall Area Transit and North Central Area Transit would primarily accommodate people regularly beginning work between 7:00 a.m. and 8:00 a.m. and ending work between 4:00 p.m. and 5:00 p.m. on weekdays. It would also help students and people with medical appointments beginning early in the morning or ending late in the afternoon.

Coordinated operating hours for the three dial-a-ride operators would also improve the ability to coordinate trips among them, thus making dial-a-ride travel somewhat easier within the study area. Kendall Area Transit and North Central Area Transit should make this

expansion of their dial-a-ride service hours within three to five years a priority, given the potential demand for these expanded service hours.

2.2 Expanded Service Days

Grundy Transit System, Kendall Area Transit, and North Central Area Transit provide service only on weekdays. The lack of weekend service affects dialysis patients who rely on public transportation to get them to and from their appointments, people working on weekends, and people looking to travel to and from their places of worship. It also affects people who want to travel to the area's major recreational destinations, such as Starved Rock State Park.

However, demand for weekend travel is typically less noticeable than the demand for weekday service. Supporting the cost to provide weekend service is out-of-reach for most rural transit systems. Weekend service expansion, therefore, is a low priority short-term recommendation based on financial constraints and cost-effectiveness.

2.3 Improved Service Integration

A lack of integration and transfer points for dial-a-ride services make inter-county travel long, tedious and virtually impossible in the study area. Each dial-a-ride service has its own policies and fares, so it is possible some riders may qualify for a ride on one service, but not on another. It may also be more costly than driving, if that were an available option. If riders qualify on both services, they will need to arrange rides separately with each dial-a-ride service and have to wait to hear back from each operator before determining if the trip is possible and convenient. If the ride is feasible, these riders will have to work with each dial-a-ride service to find a mutually agreeable transfer point between the services.

Grundy Transit Service, Kendall Area Transit, and North Central Area Transit should talk with each other and possibly IDOT to determine how and where they may be able to accommodate inter-county travel. The most straight forward integration could be provided between counties by designating transfer points near the county borders. For example, the dial-a-ride operators could identify a location in Seneca for travel between LaSalle and Grundy Counties; a location right off IL-47 or in Minooka for travel between Grundy and Kendall Counties; and a location in Newark for travel between Kendall and LaSalle Counties. It would be desirable to have a passenger shelter at these transfer points to offer some protection from inclement weather. For other matters such as trip integration and fares, the agencies could prepare intergovernmental agreements formally spelling out the protocols for integration.

Other opportunities for service integration exist with adjoining counties. For instance, North Central Area Transit has service arrangements with the Lee-Ogle Transportation System for trips between their service areas. Spring Valley could be a logical location for service

transfers between North Central Area Transit and the Bureau & Putnam Area Rural Transit system since North Central Area Transit occasionally serves out-of-county trips to St. Margaret's Hospital in Spring Valley. Bureau & Putnam Area Rural Transit promotes the use of "link trips" to economically provide rides across service provider areas¹.

2.4 Expanded Service

Grundy Transit System, Kendall Area Transit, and North Central Area Transit have been experiencing growing ridership demand on their dial-a-ride services. This demand is expected to continue growing. Over the next five years, ridership demand is expected to continue growing as the economy recovers. It will serve increasing demand for medical and human services transportation and educational travel to colleges in the study area.

The consultants believe vehicle constraints and operating budget constraints, particularly in local match, will continue to constrain dial-a-ride ridership growth. A high priority, short-term recommendation is to expand dial-a-ride services, subject to available vehicles and operating budget constraints, and to continue seeking sufficient capital and operating funding to support increased demand. (Please see the additional discussion in Section 4.0 Funding Options.)

Regarding fixed route bus services, North Central Area Transit operates fixed route bus services in the City of Ottawa (formerly known as Ottawa Mini-Bus), and Kendall Area Transit operates park-and-ride services from Oswego to the Aurora Transportation Center. The fixed route bus services in Ottawa that serves hospital/medical centers, senior housing, grocery, and other retail stores, has been operating for over twenty years. As the "baby boomer" generation continues to age, this type of service continues to be an important part of that community.

As described in Section 1.3, Kendall Area Transit expanded their park-and-ride services in Oswego in December of 2014 to provide new service from an east side park-and-ride lot at Farmington Lakes Drive and Douglas Road. Kendall Area Transit will monitor this new east side service, along with their west side park-and-ride service from the Mill Road location and coordinate with the Village of Oswego to ensure good accessibility and cost-effective service from Oswego to the Aurora Transportation Center.

In Kendall County, Oswego's population has grown nearly 2.5 times since 2000, with a current population of over 34,000. Yorkville's population has nearly tripled since 2000, with a current population of approximately 18,000. With the economy recovering and building permits increasing in Oswego and Yorkville, Kendall Area Transit is considering potential flexible route bus service in those communities. Flexible bus routes pick up and drop off

¹ "Top 5 Reasons Link Trips are Awesome", Rachel Dean, BPART public website, February 2, 2015. <http://www.ridebpart.org/#!/news/c1a2o>

passengers at designated stops, and also “flex” off its route up to a designated distance to serve people who have difficulty getting to a regular bus stop. Passengers can typically also flag down the bus along its route. It is a medium priority short-term recommendation for Kendall Area Transit to coordinate with the Village of Oswego and the City of Yorkville regarding implementation of flexible route service within each municipality centered on their downtown areas.

Multi-modal service connection opportunities exist with Amtrak service to the Plano station in Kendall County and the Mendota station in La Salle County. These Amtrak stations currently have approximately 20 and 70 boardings and alightings per day respectively². Fixed route connections do not appear to be warranted given these numbers. Each county’s dial-a-ride services could help improve public transit connectivity to Amtrak service, with improvements in service integration. Ridership volume on the Amtrak state supported *Illinois Zephyr* service as well as the long-distance trains *California Zephyr* and *Southwest Chief* is relatively stable over the last few years; however, the addition of Chicago-Quad Cities service (previously mentioned in Section 2.8) could increase the service demand for Amtrak connectivity by Illinois Valley transit service providers.

2.5 Improved Bus Storage Facilities

IDOT awarded Grundy County \$500,000 towards the design and construction of a bus storage facility. This facility is expected to house all of the transit vehicles in Grundy Transit System’s fleet along with administrative offices. Grundy Transit System is currently working with Grundy County to explore the possibility of a joint facility with the county’s document storage facility.

IDOT also awarded the City of Ottawa \$499,113 towards the design and construction of a facility to store and maintain vehicles North Central Area Transit uses. This facility will be located across the street from the Ottawa Public Works building on Jackson Street just west of downtown. It is currently in the procurement process

Kendall County also has a need for a vehicle maintenance and storage facility, but does not have any funds programmed for this facility. Given the growth of their system, it is a medium priority short- term recommendation to plan for a vehicle maintenance and storage facility.

² Amtrak Fact Sheet, Fiscal Year 2013, State of Illinois; annual station data adjusted for daily estimate.

2.6 Improved Passenger Amenities

Bus passenger amenities include facilities such as bus stop pads/waiting areas, bus shelters, benches, bicycle parking, and signage. These amenities are usually more associated with providing protection from the weather and a more comfortable environment for passengers at fixed route bus stops. Grundy Transit System obtained six bus shelters several years ago through an American Recovery and Reinvestment Act (ARRA) grant; five of which are currently standing and are located at:

- Gardner, Depot Street at former train station
- Mazon, IL-47 at the Subway/Shell Station
- Minooka, McEvelly Road at the Village Offices
- Morris, Union Street at the Grundy County Administration Building
- Morris, Washington and Franklin Streets, across from the County Courthouse

The sixth shelter was damaged during a construction project and was subsequently removed.

North Central Area Transit has three bus shelters for their fixed-route services in Ottawa. These include:

- Madison and Canal Streets (southeast corner, all 8 bus routes originate from this location)
- Jefferson and La Salle Streets (southwest corner)
- Columbus Street between Jefferson and Jackson Streets (east side of street)

Kendall Area Transit has a bus shelter at their Oswego Mill Street park-and-ride facility.

A low short-term priority recommendation would include new bus shelters at higher volume pick-up points, and as part of implementation of transfer stops for improved service integration. Potential locations for new bus shelters for current services would be identified by the dial-a-ride agencies and their vehicle operators. The dial-a-ride agencies would also coordinate with property owner regarding specific siting. Potential bus shelter locations for new transfer stops would include IL-170 at US-6 in Seneca, on IL-71 in Newark, on Ridge Road in Minooka, and IL-47 near US-52. This recommendation is subject to funding constraints, but there exists the potential to partner with building owners.

2.7 Expanded Intelligent Transportation Systems

Intelligent transportation systems for rural transit systems includes a broad range of technologies, including communications, operations software, automatic vehicle location,

traveler information systems, electronic fare payment, and mobile data terminals. Typically, the larger the fleet size of a rural transit system, the more likely that operator will be using intelligent transportation systems.

Grundy Transit System, Kendall Area Transit, and North Central Area Transit generally have intelligent transportation system equipment for communications, such as radios and cell phones. Kendall Area Transit would like an automatic vehicle location system, computerized reservation system, and mobile data terminals. Currently, they only have a computerized reservation system programmed. Grundy Transit System is currently implementing a computerized reservation system, which will be followed up by the installation of mobile data units in their buses. North Central Area Transit has a computerized reservation system and mobile data units.

It is a medium priority short-term recommendation for Kendall Area Transit to also obtain an automatic vehicle location system and mobile data terminals given their dial-a-ride system's size and growth.

2.8 New Express Bus Service

The consultants have identified the following two new potential express bus services to serve travel markets identified in this study's Existing Conditions and Market Assessment Report. The La Salle-Peru to Joliet Express Bus Service would provide express service between the La Salle and Grundy County municipalities of La Salle-Peru, Utica, Ottawa, Marseilles, Seneca, Morris, and Minooka. It would also connect these municipalities to Joliet Union Station, which Metra's Rock Island District and Heritage Corridor trains serve. This route would facilitate much easier transit travel between these counties and help establish a market for potential commuter rail service to these communities sometime in the future.

The consultants recommend that this express bus route connect to four trains leaving Joliet Union Station in the morning and to one train leaving Joliet Union Station in the afternoon. Conversely, they recommend that this express bus route connect to one train arriving at Joliet Union Station in the morning and to four arriving at Joliet Union Station in the afternoon/evening.

To cover these trips, four primary bus vehicles plus one spare vehicle would be needed to provide full route protection; the primary vehicles are referred to as "A, B, C and D" in the simulated schedules below. Connection times are given in 24 hour format and are based on Metra schedules as of January 2015. These schedules include a minimum 10 minute dwell time before connecting train departures and after connecting train arrivals, and a one minute dwell time at each intermediate stop for passenger boarding and alighting.

Figure 2.1: Proposed LaSalle-Peru to Joliet Express Bus

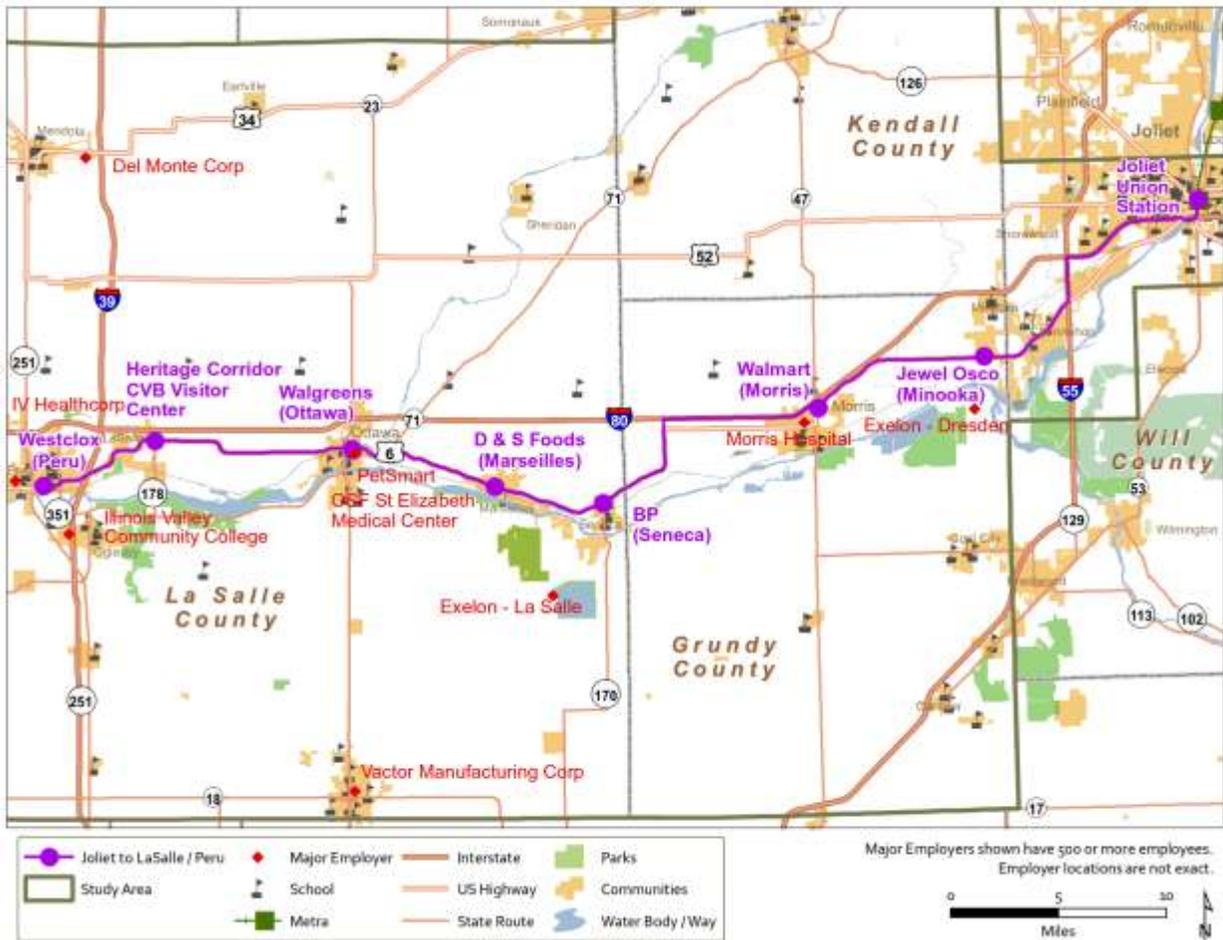


Table 2.1: Express Bus Schedule - Inbound to Joliet

D	D		C		B		A	Miles	Stations
1521	0547		0512		0435		0355	0.0	LaSalle-Peru
1533	0559		0524		0447		0407	6.2	Utica
1547	0613		0538		0501		0421	15.8	Ottawa
1659	0625		0550		0513		0433	22.8	Marseilles
1609	0635		0600		0523		0443	28.1	Seneca
1627	0653		0618		0541		0501	42.2	Morris
1639	0705		0630		0553		0513	50.7	Minooka
1701	0727		0652		0615		0535	66.6	Joliet Union Station
<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>		<i>Connecting Trains</i>
1711	0737	0705	0702	0629	0625	0550	0545		Joliet Union Station

Table 2.2: Express Bus Schedule – Outbound from Joliet

D	D		A		B		A	C	Miles	Stations
<i>RI</i>	<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>		<i>Connecting Trains</i>
0723	1724	1744	1752	1823	1827	1832	1914	1923		Joliet Union Station
0733	1734		1802		1842			1933	66.6	Joliet Union Station
0755	1756		1824		1904			1955	50.7	Minooka
0807	1808		1836		1916			2007	42.2	Morris
0825	1826		1854		1934			2025	28.1	Seneca
0835	1836		1904		1944			2035	22.8	Marseilles
0847	1848		1916		1956			2047	15.8	Ottawa
0901	1902		1930		2010			2101	6.2	Utica
0913	1914		1942		2022			2113	0.0	La Salle-Peru

The route details, including intermediate stop locations, are described below. Please note that the stop locations are for estimation purposes only, and a more detailed study would be needed to determine the best location for each community. The consultants selected the routes and stops because they maximized access to population centers while providing reasonably rapid running time between stops.

- At La Salle-Peru, the stop location is at the former Westclox building parking area at the southeast corner of Walnut Street and Fifth Street (US 6) in Peru. The route to the next stop in Utica is US 6 for the entire trip leg.
- At Utica, the stop location is the vacant parking area at the northwest corner of US 6 and IL 178. The route to the next stop in Ottawa is US 6 for the entire trip leg.
- At Ottawa, the stop location is the commercial parking lot at the strip mall east of Walgreens at Wake Drive and Norris Drive (US 6). The route to the next stop in Marseilles is US 6 for the entire trip leg.
- At Marseilles, the stop location is the commercial parking lot at D&S Foods north of the intersection of US 6 and Main Street. The route to the next stop in Seneca is US 6 for the entire trip leg.
- At Seneca, the stop location is the commercial parking area at the BP gas station at the southwest corner of Main Street (IL-170) and US 6. The route to the next stop in Morris is US 6 to the intersection of Morris Road (Grundy County CH 1), then on Seneca Road to the Seneca I-80 interchange, then on I-80 to IL-47, then on IL-47 to US 6 east.
- At Morris, the stop location is the commercial parking area at Wal-Mart on US 6. The route to the next stop in Minooka is US 6 for the entire trip leg.
- At Minooka, the stop location is the commercial parking area at Jewel-Osco at the northwest corner of US 6 and Ridge Road. The route to the next stop in Joliet is US 6 to

the I-55 interchange, then on I-55 to the I-80 interchange, then on I-80 to the Chicago Street (IL-53) interchange, then on IL-53 to Jefferson Street (US 30), then on Jefferson Street to Art Schulz Drive and Joliet Union Station.

The consultants estimated typical weekday ridership for this service, which is shown on the table below. This study’s Socioeconomic, Ridership, and Costing Methodology Report fully describes how the consultants derived this estimate.

Table 2.3: LaSalle-Peru to Joliet Express Bus Estimated Two-Way Weekday Ridership

Service Area	Daily Ridership
LaSalle	44
Utica	22
Ottawa	56
Marseilles	6
Seneca	14
Morris	42
Minooka	62
Joliet	172
Grand Total	418

Four vehicles plus one spare will be required to operate this service. Assuming approximately \$300,000 each for a full-size bus vehicle, a capital cost of \$1,500,000 would be required. However, start-up service could use smaller vehicles until the demand builds. An order-of-magnitude annual cost for operating this service is approximately \$850,000 annually. Fares and other system generated revenues would be expected to cover approximately 30 to 40 percent of the operating cost.

The proposed new express bus service from LaSalle-Peru to Joliet is a low-medium priority short-term recommendation. This service would require an intergovernmental agreement between LaSalle and Grundy Counties. The implementation of this service is almost entirely dependent on the ability to get capital grants for the vehicles and operating assistance. Please see Section 4 of this report on funding for more information.

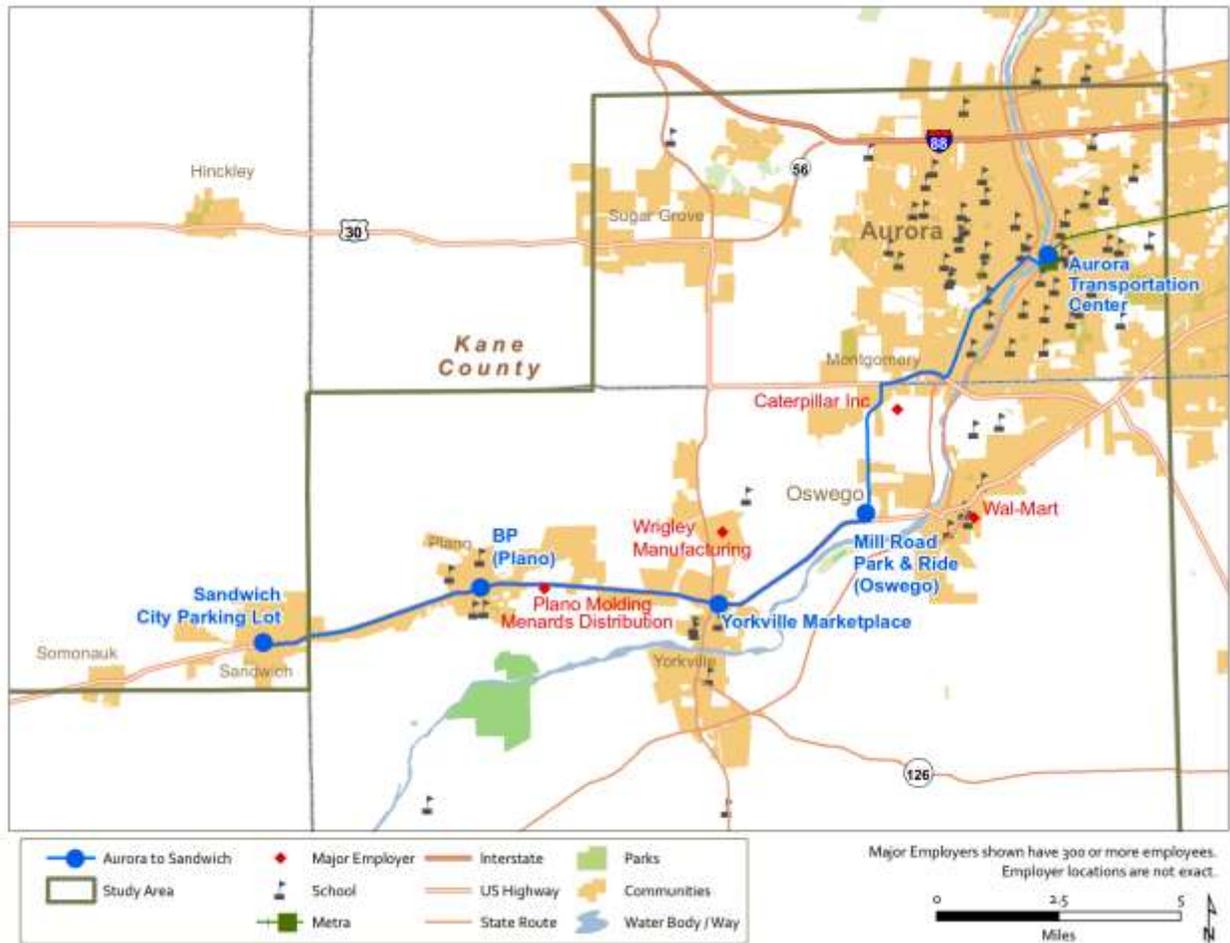
Sandwich to Aurora Express Bus Service

The Sandwich to Aurora Express Bus Service would provide service between the Kendall and De Kalb County municipalities of Sandwich, Plano, Yorkville and Oswego. It would also serve the Aurora Transportation Center, where commuters could connect to Metra’s Burlington Northern Santa Fe trains. This service could help establish a ridership market for future commuter rail service to these communities.

This service would partially mirror Kendall Area Transit’s two dial-a-ride routes, which use US-34 between places on the western half of the county and the Mill Street Park-and-Ride facility in Oswego. This service, however, would extend further west than these dial-a-ride routes. It would also mirror the potential Burlington Northern Santa Fe commuter rail service extension Metra is currently studying.

The Sandwich to Aurora Express Bus Service would connect to four trains leaving the Aurora Transportation Center in the morning and one train leaving the Aurora Transportation Center in the afternoon. Conversely, this express service would connect to one train arriving at the Aurora Transportation Center in the morning and to four trains arriving at the Aurora Transportation Center in the afternoon or evening.

Figure 2.2: Proposed Sandwich to Aurora Express Bus



This route, including intermediate stop locations, is described below. Please note that the stop locations are for estimation purposes only, and a more detailed study would be needed to determine the best site for each community. The consultants selected the routes and stops

they had to maximize access to population centers while providing reasonably rapid running time between stops:

- At Sandwich, the stop location is at the public parking area at the northeast corner of Wells Street and Railroad Street. The route to the next stop in Plano is Wells Street to US 34, and then on US 34. To keep the service contained in Kendall County rather than extending into adjacent DeKalb County, an alternative stop location within the Kendall County portion of Sandwich may be advisable.
- At Plano, the stop location is the commercial parking area at the BP gas station at the southeast corner of US 34 and Hale Street. The route to the next stop in Yorkville is US 34 for the entire trip leg.
- At Yorkville, the stop location is the commercial parking lot at the southwest corner of US 34 and Marketplace Drive. The route to the next stop in Oswego is US 34 to Orchard Road, then on Orchard Road to Mill Road, then on Mill Road to Station Drive.
- At Oswego, the stop location is the Park ‘n Ride parking lot at Station Drive. The route to the next stop in Aurora is Station Drive to Mill Road, then on Mill Road to US 30, then on US 30 to Lake Street (IL-31), then on IL-31 to Galena Boulevard (eastbound trips only), then on Galena Boulevard to Broadway Street (IL-25), then on Broadway Street to the Aurora Transportation Center. Westbound vehicles departing Aurora Transportation Center would use New York Street rather than Galena Boulevard.

To cover these trips, four primary bus vehicles plus one spare vehicle would be needed to provide full route protection; the primary vehicles are referred to as “A, B, C and D” in the simulated schedules below. Connection times are given in 24 hour format and are based on Metra schedules as of January 2015, and include a minimum 10 minute dwell time before connecting train departures and after connecting train arrivals, and a one minute dwell time at each intermediate stop for passenger boarding and alighting. Also, the consultants assumed six mid-day trips.

Table 2.4: Express Bus Schedule – Inbound to Aurora

D	D	C	B	A	Miles	Stations
1542	0624	0609	0549	0529	0.0	Sandwich
1551	0633	0618	0558	0538	4.9	Plano
1601	0643	0628	0608	0548	9.9	Yorkville
1610	0652	0637	0617	0557	14.6	Oswego Mill Street
1630	0712	0657	0637	0617	22.4	Aurora Transportation Center
BNSF	BNSF	BNSF	BNSF	BNSF		Connecting Trains
1640	0722	0707	0647	0627		Aurora Transportation Center

Table 2.5: Express Bus Schedule – Outbound From Aurora

D	D	A	B	C	Miles	Stations
<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>		<i>Connecting Trains</i>
0726	1743	1757	1840	1908		Aurora Transportation Center
0736	1753	1807	1850	1918	22.4	Aurora Transportation Center
0756	1813	1827	1910	1938	14.6	Oswego Mill Street
0805	1822	1836	1919	1947	9.9	Yorkville
0815	1832	1846	1929	1957	4.9	Plano
0824	1841	1855	1938	2006	0.0	Sandwich

The consultants estimated typical weekday ridership for this service, which is shown on the table below. This study’s Socioeconomic, Ridership, and Costing Methodology Report fully describes how the consultants derived this estimate.

Table 2.6: Sandwich – Aurora Express Bus Estimated Two-Way Weekday Ridership

Service Area	Daily Ridership
Sandwich	17
Plano	66
Yorkville	94
Oswego	13
Aurora	150
<i>Grand Total</i>	340

This service will require four vehicles plus one spare. Assuming approximately \$300,000 each for a full-size bus vehicle, this service will require a capital cost of \$1,500,000. However, start-up service could use smaller vehicles until the demand builds. An order-of-magnitude annual cost for operating this service is approximately \$480,000 annually. The consultants expect fares and other system generated revenues to cover approximately 40 to 50 percent of the operating cost.

The proposed new express bus service from Sandwich to Aurora is a low-medium priority short-term recommendation. Implementation of this service is almost entirely dependent on the ability to get capital grants for the vehicles and operating assistance. Please see Section 4 of this report on funding for more information.

New Intercity Bus Demonstration

IDOT is currently developing an intercity bus demonstration project between Chicago and the Quad Cities via the I-88 corridor. Greyhound would provide service with potential stops in DeKalb, Rochelle, and Dixon, potentially starting in 2015. If this demonstration proves successful, then an I-80 corridor intercity bus demonstration could be a future step. Burlington

Trailways currently offers intercity bus service between Chicago and Moline with stops in Ottawa and LaSalle-Peru.

Amtrak Service

The Illinois Zephyr Amtrak service provides service between Chicago and Quincy, with stops in Plano and Mendota in the study area. IDOT is also planning to return passenger rail service to the Quad Cities via the Burlington Northern Santa Fe Railway and Iowa Interstate (IAIS) Railroad. The project would include upgrades to the Iowa Interstate Railroad between Wyandot and Moline and improvements to the Burlington Northern Santa Fe's Eola Yard in Aurora to facilitate additional passenger trains. Stops on the Chicago – Moline line include Plano and Mendota in the study area. However, the State is currently reviewing this project given its current budget situation.

3.0 Long-Term Plan

The consultants have identified long-term recommendations and their priorities for public transit in the study area. For this study's purposes, the long-term is defined as an approximate twenty year timeframe. The long-term recommendations are presented below.

3.1 Long-Term Fixed-Route Bus Service

The townships of Oswego and Bristol in Kendall County and the township of Morris in Grundy County are expected to have population densities in the vicinity of 2,000 persons per square mile by 2040 (see Existing Conditions & Market Assessment Report). New or expanded fixed-route bus services for Oswego, Yorkville, and Morris are a long-term recommendation.

3.2 LaSalle-Peru to Joliet Passenger Rail Corridor

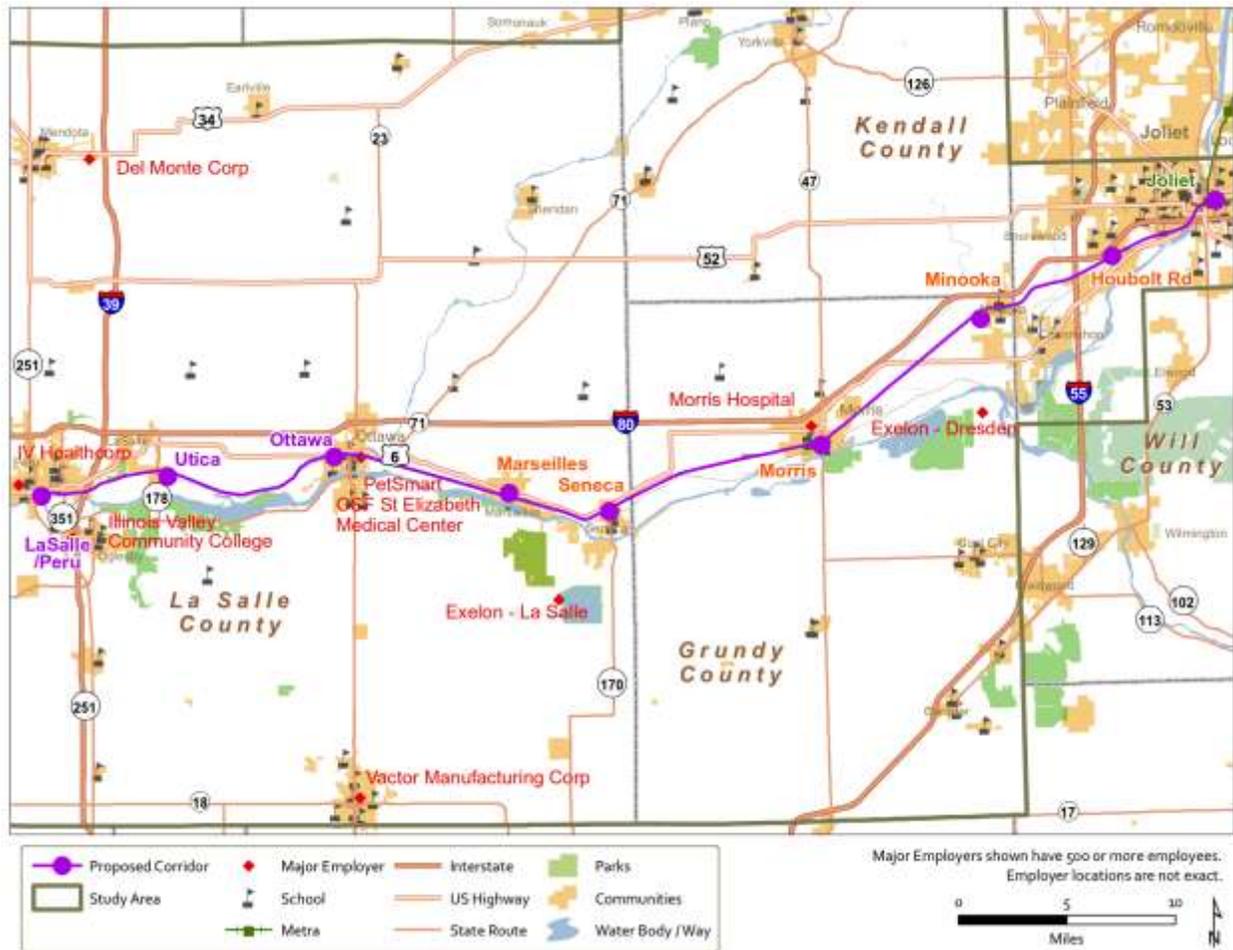
The consultants identified a potential passenger rail corridor to address identified travel markets in the study area connecting northern LaSalle County, northern Grundy County, and Joliet. This potential new commuter train would connect to Joliet Union Station (which Metra's Rock Island and Heritage Corridor already serves). This corridor is shown and described below.

LaSalle-Peru to Joliet Passenger Rail Corridor

Passenger rail service previously existed in this corridor along the former Chicago, Rock Island and Pacific Railroad. It consisted of one daily train in each direction between Chicago and Peoria (the *Peoria Rocket*), and one daily train in each direction between Chicago and Rock Island (the *Quad Cities Rocket*). The railroad discontinued this service at the end of 1978. At that time, only Morris, Ottawa and La Salle-Peru had scheduled stops. The Rock Island discontinued their passenger train service to Minooka, Seneca, Marseilles, and Utica decades earlier. There were scheduled stops at these locations until at least the late 1940's.

Along the present Iowa Interstate/CSX Railroad route between La Salle-Peru and Joliet, Minooka and Utica have no former passenger depot building still standing, while Morris, Seneca, Ottawa, and the La Salle-Peru depot buildings still exist. The only depot building currently in apparent railroad ownership is the former Ottawa depot; all the other buildings are apparently privately owned. The consultants did not interview current building owners about their stance on conversion of depot building space for re-establishing a passenger rail station.

Figure 3.1: Potential New LaSalle-Peru to Joliet Passenger Rail Corridors



Each of the depots has varied conditions; businesses or organizations occupy some and others are currently vacant. There is also considerable variation in existing and potential parking space available at each location. This section is not meant to be a detailed evaluation of each location’s suitability for conversion to a commuter rail stop; rather, it is meant as an introductory examination of suitability and some of the issues that would need to be addressed for such a conversion to be feasible. These locations, as observed in February 2015, are presented from west to east.

La Salle-Peru

The former Rock Island “Peru-La Salle” depot building is still standing at the north side of the CSX tracks and just south of First Street between Bucklin and Creve Coeur Streets in La Salle. The depot building is approximately two blocks east of the common border of the cities of La Salle and Peru and is thus centrally located between the two cities. The building is currently vacant, but was a lawn and garden center. According to workers who were in the process of renovating the building for a new owner, a Colorado businessman bought the building and intends to open a new business there. An approximately 100’ long portion of the old paved depot platform is still in place; this platform does not meet current ADA standards for detectable warnings at the platform edge and is in fair condition. There are a very limited number of paved parking spaces (approximately 10-12) along the south side of First Street west of and in front of the depot building, and limited apparent opportunities for expansion given the depot’s location on the side of a bluff. Expanded parking would require considerable expense at this location. Therefore, another station location may be more desirable.

Figure 3.1: LaSalle Peru Depot



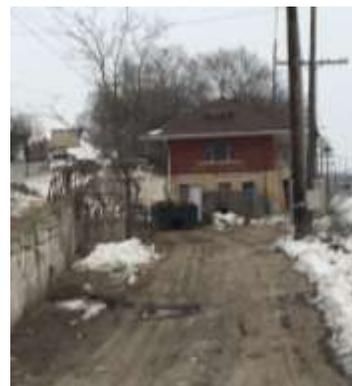
LaSalle-Peru Depot Under Renovation



LaSalle-Peru Platform Area, Looking East



LaSalle-Peru Depot Entrance, Looking South



LaSalle-Peru Depot, Looking East

Utica

Utica does not have an existing depot building. In 2004, a tornado went through downtown Utica and heavily damaged the former depot building at the southeast quadrant of Mill Street and the CSX Railroad. It was eventually razed.

There are no paved parking areas near the former depot, and most of the area is currently being used as a lay-down area for railroad materials.

Figure 3.2: Utica Depot



**Utica - Looking East Across
Mill Street & CSX**



Utica – Looking West at Mill Street

Ottawa

The former Rock Island depot building at Ottawa is still standing at the south side of the CSX tracks and just north of Marquette Street between Columbus and Paul Streets. The building is currently being used as the office of the CSX Railroad's "New Rock" subdivision. An approximately 500' long portion of the old brick depot platform is still in place; this platform does not meet current ADA standards for detectable warnings at the platform edge, and is in fair to poor condition. There are no marked parking spaces; however, the railroad uses a gravel parking area south of the depot building that can hold approximately 25-30 vehicles.

Figure 3.3: Ottawa Depot



Ottawa Depot, Looking West



Ottawa Depot, Looking West from Parking

Marseilles

The former Rock Island depot building at Marseilles is still standing north of the CSX tracks and just south of the intersection of Washington and Roath Streets. The Marseilles Family Medical Center is currently using the building as their office. A former railroad caboose is also located west of the depot building, which the Marseilles Chamber of Commerce uses as an office. An approximately 100' long portion of the old brick depot platform is still in place; this platform does not meet current ADA standards for detectable warnings at the platform edge, and is in fair condition. There are two separate parking spaces near the depot building. The east parking area (that a sign on the building indicates as the Medical Center's parking area) does not have any marked spaces and consists of a small paved parking pad and a larger gravel parking area. The west parking area is paved, and includes 26 marked parking spaces including three 10 minute parking spaces and one ADA accessible space.

Figure 3.4: Marseilles Depot



Marseilles Depot, Looking West



Marseilles Depot Chamber of Commerce

Seneca

In July 2013, the former Rock Island depot at Seneca was moved from the east side of N. Main Street (IL Route 170) and south of the CSX Railroad to the west side of the street and south of the railroad. It is currently being restored as the future home of the Seneca Historical Guild Project, which the Seneca Port Authority is privately funding.

The new location has no platform or paved parking area. The in-progress restored structure has a raised wooden platform that would not be functional as a train loading platform since it is set back a distance from the active CSX track.

Figure 3.5: Seneca Depot



Seneca Depot Restoration, Looking East



Seneca Depot Potential Parking to South

Morris

The former Rock Island depot at Morris is still standing south of the CSX tracks. It is accessible from Liberty Street between Depot Street and the CSX Railroad. The Grundy County Chamber of Commerce currently occupies this building; a sign in the window indicates the Grundy County Sweet Corn Festival also has an office there. An approximately 360' long portion of the old paved depot platform is still in place; this platform does not meet current ADA standards for detectable warnings at the platform edge, and is in fair condition. There are 21 marked parking spaces total between two separate parking areas to the east and west of the depot building, including two ADA spaces, located in paved parking areas adjacent to the depot building.

Figure 3.6: Morris Depot



Morris Depot, Looking West



Morris Depot & Platform, Looking East

Minooka

Minooka does not have an existing depot. A village park (Veterans Park) occupies the former depot site northeast of Wabena Street and the CSX Railroad. Replacement of a station at that site is not feasible since Section 4(f) of the Transportation Act of 1966 prohibits conversion of park lands to transportation uses, provided no other prudent alternative exists.

A public parking lot exists at the northwest quadrant of Wabena Street and the CSX Railroad with potential space available south of the parking area to install a small station. There are 49 marked parking spaces available in the parking lot and along the south side of Mondamin Street.

Figure 3.7: Minooka Depot



Minooka – Looking East to Wabena St.



Minooka – Looking West to Mondamin St.

Potential LaSalle-Peru to Joliet Passenger Rail Service

To cover these trips, four primary self-propelled diesel multiple unit (DMU) vehicles plus one spare vehicle would be needed to provide full route protection; the primary vehicles are referred to as “A, B, C and D” in the simulated schedules below. Connection times are given in 24 hour format and are based on Metra schedules as of January 2015, and include a minimum 10 minute dwell before connecting train departures and after connecting train arrivals, and a one minute dwell at each intermediate stop for passenger loading and exit.

Table 3.1: LaSalle-Peru to Joliet Train Schedule

D	D		C		B		A	Miles	Stations
1521	0547		0512		0435		0355	0.0	LaSalle-Peru
1529	0555		0520		0443		0403	4.9	Utica
1547	0613		0538		0501		0421	14.5	Ottawa
1558	0624		0549		0512		0432	21.6	Marseilles
1611	0637		0602		0525		0445	27.0	Seneca
1625	0651		0616		0539		0459	37.2	Morris
1639	0705		0630		0553		0513	47.2	Minooka
1649	0715		0640		0603		0523	52.9	Houbolt
1701	0727		0652		0615		0535	58.7	Joliet Union Station
<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>		<i>Connecting Trains</i>
1711	0737	0705	0702	0629	0625	0550	0545		Joliet Union Station

Table 3.2: Joliet to LaSalle-Peru Train Schedule

D	D		A		B			C	Miles	Stations
<i>RI</i>	<i>RI</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>	<i>HC</i>	<i>RI</i>		<i>Connecting Trains</i>
0723	1724	1744	1752	1823	1827	1832	1914	1923		Joliet Union Station
0733	1734		1802		1837			1933	58.7	Joliet Union Station
0745	1746		1814		1849			1945	52.9	Houbolt
0755	1756		1824		1859			1955	47.2	Minooka
0809	1810		1838		1913			2009	37.2	Morris
0823	1824		1852		1927			2023	27.0	Seneca
0836	1837		1905		1940			2036	21.6	Marseilles
0847	1848		1916		1951			2047	14.5	Ottawa
0905	1906		1934		2009			2105	4.9	Utica
0913	1914		1942		2017			2113	0.0	LaSalle-Peru

The consultants also estimated this service’s potential ridership. The table below shows typical weekday ridership. This study’s Socioeconomic, Ridership, and Costing Methodology Report describes how the consultants estimated this ridership.

Table 3.3: LaSalle-Peru to Joliet Estimated 2040 Two-Way Weekday Rail Ridership

Service Area	Daily Ridership
LaSalle-Peru	286
Utica	168
Ottawa	360
Marseilles	38
Seneca	54
Morris	358
Minooka	420
Houbolt	666
Joliet	1,488
<i>Grand Total</i>	3,838

The consultants developed a conceptual capital cost estimate for the LaSalle-Peru to Joliet rail corridor. The capital cost estimate includes the following:

- Two miles of new track for passenger train use for terminal station sidings and yard layup tracks to hold the commuter rail consists clear of the main tracks;
- Five miles of new siding/holding tracks for freight or passenger train use for this corridor.
- An upgrade of all 58.7 miles of mainline track and five miles of existing sidings to allow passenger trains to run at 60 mph (where safe/practical);
- Twenty-four new turnouts, each with hot-air switch heaters;
- Positive Train Control (PTC) for all 58.7 route-miles, including required wayside and back office equipment to safely separate passenger and freight train operations;
- Costs for new grade crossing surfaces and for grade crossing warning equipment, bridge and culvert upgrades, and grading and excavation; and
- Eight basic ADA-compliant stations, including waiting shelters, lighting, audio-visual announcement systems.

As the project advances, the project team should consider letting on-line communities augment the station budget to reflect local input/enhancements. IDOT and Metra have used this method of engaging and involving on-line communities on past projects.

The consultants believe diesel multiple units are better-suited for this corridor’s service plan than the traditional locomotive-hauled consists because of their operating flexibility. The consultants estimated their costs based on national industry data.

Given the conceptual nature of this cost estimate, the consultants assumed a 30% contingency and a 16% allocation for design and construction management services. These percentages are based on the consultant's practices for other rail implementation projects at the preliminary stage. The estimate also includes a \$410,000 per mile allocation for related capacity improvements the host railroads may require. This inclusion realizes the rail carriers may need to make physical plant changes outside the limits of the proposed commuter rail territory to hold or stage freight trains while waiting for the peak period to conclude or other operating allowances required to better allow them to manage their traffic. This allocation is based on a practice begun 20 years ago on Metra implementation projects and has gained industry acceptance.

The consultants did not include property acquisition costs or utility relocation costs in this estimate. In part, the higher contingency is included to allow the project to cover these costs as the engineering design effort advances.

The consultants estimated a total capital cost of \$425 million (in 2014 dollars). They also developed a concept level operations and maintenance cost estimate, using cost data from similar or peer transit properties. They arrived at a \$34.18/vehicle-mile cost estimate for operations and maintenance (in 2015 dollars). This translates to \$5.5 million annually (in 2015 dollars) for the LaSalle-Peru to Joliet passenger rail corridor.

3.3 LaSalle-Peru to Montgomery Passenger Rail Corridor

A potential passenger rail corridor was identified to address travel markets in the study area connecting northern LaSalle County, Kendall County, and Aurora. This potential new commuter train service would connect to the Aurora Transportation Center (which has Metra's Burlington Northern Santa Fe service). These corridors are shown and described below.

Passenger rail service along the former Chicago, Burlington and Quincy (CB&Q) Railroad, consisting of motorcar service between Streator and Aurora, was discontinued in the early 1950's. Several municipalities along the route had a passenger depot at one time.

The only depot building currently standing and in railroad ownership is the former Ottawa depot, which now serves as the headquarters for Illinois Railway's (IR) Streator to Aurora operations; all the other depot buildings along the former Chicago, Burlington and Quincy Streator-Aurora branch have been removed. Neither the former Rock Island nor the former Chicago, Burlington and Quincy depots in Ottawa would be ideally located for a commuter rail service running from La Salle-Peru to Aurora via the Iowa Interstate/CSX/Illinois Railway routing; both are approximately 1/2 to 3/4 mile from the actual route where trains would depart the CSX mainline to continue northeast to Aurora along the Illinois Railway. Thus, trains would need to perform a back-up maneuver to continue on their route before or after accessing the station.

Figure 3.9: Chicago, Burlington and Quincy Motorcar Typical of the Type Serving the Streator-Aurora Branch



This photo was taken in Peoria, IL, January 1955

The former depot locations and their suitability for redevelopment are discussed below. This section is not meant to be a detailed evaluation of each location's suitability for conversion to a commuter rail stop. It is meant as an introductory examination of suitability and examines some of the issues that would need to be addressed for such a conversion to be feasible. These locations, as observed in February 2015, are presented from southwest to northeast.

The LaSalle-Peru and Utica stations are described above in Section 3.2.

Ottawa

The former Chicago, Burlington and Quincy depot in Ottawa is still standing at the east side of the Illinois Railway tracks near the northeast corner of Madison and Walnut Streets. The Illinois Railway uses it as a headquarters for its operation of the former Chicago, Burlington and Quincy line from Streator to Aurora. Illinois Railway is a subsidiary of Omnitrax, Inc. which owns and operates several short line and regional railroads in the U.S. and Canada.

As previously stated, the Illinois Railway's Ottawa depot is not conveniently located on the route a commuter rail service would use. There is a large gravel parking area on the depot's north side, capable of holding approximately 25 vehicles, that railroad maintenance and other vehicles currently use.

Figure 3.10: Ottawa Depot



**Ottawa Depot Looking East
from Madison Street**



**Ottawa Depot Looking South
from Jefferson Street**

Sheridan

The former Chicago, Burlington and Quincy depot at Sheridan was located north of Burlington Street between Bushnell and Robinson Streets at the north end of Sheridan's downtown. Other than marked parking spaces along Bushnell and Robinson Streets to the south, there are no other paved and marked parking spaces immediately near the former depot site.

Figure 3.11: Sheridan Depot



Sheridan Depot, Now Removed



**Sheridan Depot Former Location
Looking West**

Millington

The former Chicago, Burlington and Quincy depot at Millington was located southwest of the Fox River Drive (County Highway 1) grade crossing and the railroad at the south side of downtown Millington. Other than six marked parking spaces along the west side of Fox River Drive, most of the on-street parking in the area is limited to paved and gravel shoulders adjacent to the roadway, and there is little on-street parking near the former depot site.

Figure 3.12: Millington Depot



Millington Depot, Now Removed



Millington Depot Former Location Looking West

Yorkville

The former Chicago, Burlington and Quincy depot at Yorkville was located south of Hydraulic Street next to the Chicago, Burlington and Quincy tracks, just east of downtown Yorkville. There are approximately 36 public parking spaces, including an ADA space, divided between two nearby parking areas for Bicentennial Riverfront Park on the north side of Hydraulic Street near the former depot.

Figure 3.13: Yorkville Depot



Yorkville Depot, Now Removed



Yorkville Depot Former Location Looking East

Oswego

The former Chicago, Burlington and Quincy depot at Oswego was located near the corner of Jackson and Adams Streets. There is a 20 space municipal parking lot along the east side of Adams Street near the Illinois Railway with several other nearby parking areas, and a large, currently vacant parcel where the former Alexander Lumber facility once stood west of

the Jackson/Adams Street intersection. A multi-use path crosses the Illinois Railway tracks west of the former depot site.

Figure 3.14: Oswego Depot



Oswego Depot, Now Removed



**Oswego Depot Former Location
Looking North**

Montgomery

The consultants could not substantiate the former depot site. However, the Village of Montgomery, in conjunction with the Metra study extending the Burlington Northern Santa Fe commuter service to the west, has indicated the Lyon Workspace Products property north of Webster Street between Main Street and the Burlington Northern Santa Fe Railway mainline as its preferred station location if this service is established³. This would also be the logical transfer point for a connection to the Burlington Northern Santa Fe commuter service since it would eliminate a complicated backing movement of approximately two miles in each direction at the Aurora Transportation Center. Establishment of such a connection point at Montgomery would therefore depend on the Burlington Northern Santa Fe extension, which is currently under study but for which no construction funding has been identified.

³ "Lyon property eyed for possible Metra station" Oswego Ledger-Sentinel, December 27, 2012. <http://www.ledgersentinel.com/article.asp?a=10873>

Figure 3.15: Former Montgomery Depot



Lyon Property looking NW from Webster Street. The Burlington Northern Santa Fe tracks are at far left



Lyon Property Looking North

Potential LaSalle-Peru to Montgomery Passenger Rail Service

To cover these trips, four self-propelled diesel multiple unit vehicles plus one spare vehicle would be needed to provide full route protection; the primary vehicles are referred to as “A, B, C and D” in the simulated schedules below. Connection times are given in 24 hour format and are based on Metra schedules as of January 2015, and include a minimum 10 minute dwell before connecting train departures and after connecting train arrivals, and a one minute dwell at each intermediate stop for passenger boarding and alighting.

Table 3.4: LaSalle-Peru to Montgomery Train Schedule

D	D	C	B	A	Miles	Stations
1444	0534	0519	0459	0439	0.0	LaSalle-Peru
1503	0543	0528	0508	0448	4.9	Utica
1524	0604	0549	0529	0509	14.6	Ottawa
1552	0632	0617	0557	0537	30.1	Sheridan
1600	0640	0625	0605	0545	34.8	Millington
1616	0656	0641	0621	0601	44.6	Yorkville
1622	0702	0647	0627	0607	50.8	Oswego
1630	0710	0655	0635	0615	54.0	Montgomery
BNSF	BNSF	BNSF	BNSF	BNSF		Connecting Trains
1635	0717	0702	0642	0622		Montgomery
1640	0722	0707	0647	0627		Aurora Transportation Center

Table 3.5: Montgomery to LaSalle-Peru Train Schedule

D	D	A	B	C	Miles	Stations
<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>	<i>BNSF</i>		<i>Connecting Trains</i>
0726	1743	1757	1840	1908		Aurora Transportation Center
0731	1748	1802	1845	1913		Montgomery
0740	1755	1810	1855	1920	54.0	Montgomery
0748	1803	1818	1903	1928	50.8	Oswego
0754	1809	1824	1909	1934	44.6	Yorkville
0810	1825	1840	1925	1950	34.8	Millington
0818	1833	1848	1933	1958	30.1	Sheridan
0846	1901	1916	2001	2026	14.6	Ottawa
0907	1922	1937	2022	2047	4.9	Utica
0916	1931	1946	2031	2056	0.0	LaSalle-Peru

The consultants estimated potential ridership for this service. The table below shows expected typical weekday ridership. This study’s Socioeconomic, Ridership, and Costing Methodology Report describes how the consultants estimated transit ridership.

Table 3.6: LaSalle-Peru to Aurora Estimated 2040 Two-Way Weekday Rail Ridership

Service Area	Daily Ridership
LaSalle-Peru	302
Utica	172
Ottawa	396
Sheridan	46
Millington	40
Yorkville	772
Oswego	392
Montgomery	1,042
Grand Total	3,162

Similar to the approach used to develop the concept level capital cost estimate for the LaSalle-Peru to Joliet passenger rail corridor, the consultants developed a capital cost estimate for the LaSalle-Peru to Montgomery/Aurora passenger rail corridor. They propose connecting this line to the proposed extension of Metra’s Burlington Northern Santa Fe Line at a new, suitably-located facility in Montgomery. This new line would therefore not add any train movements to the congested Burlington Northern Santa Fe mainline between Montgomery and Aurora.

The consultants developed a conceptual capital cost estimate for the LaSalle-Peru to Aurora rail corridor. The capital cost estimate includes the following:

- Two miles of new track for passenger train use for terminal station sidings and yard layup tracks to hold the commuter rail consists clear of the main tracks. As the design progresses, this quantity can be revised.
- Four miles of new siding/holding tracks for either freight or passenger train use;
- A new one-mile connection between the Illinois Railway and the CSX in Ottawa;
- An upgrade of the mainline track for the entire corridor and five miles of existing sidings to allow passenger trains to run at 60 mph (where safe/practical);
- Twenty-two new turnouts, each with hot-air switch heaters.
- Positive Train Control (PTC), including the required wayside and back office equipment to safely separate passenger and freight train operations.
- Costs for new grade crossing surfaces and grade crossing warning equipment, bridge and culvert upgrades, and grading and excavation; and
- Eight basic ADA-compliant stations, including waiting shelters, lighting, and audio-visual announcement systems.

As the project advances, the project team should consider letting on-line communities augment the station budget to reflect local input/enhancements. IDOT and Metra have used this method of engaging and involving on-line communities on past projects.

The consultants once again assumed diesel multiple units were better-suited to the service plan than the traditional locomotive-hauled consists. They assumed the same 30% contingency and 16% allocation for design and construction management services. They did not include property acquisition costs or utility relocation costs in this estimate. In part, the higher contingency is included to let the project cover these costs as the engineering design effort advances.

The consultants also estimated a total capital cost of \$421 million (in 2014 dollars) for the LaSalle-Peru to Montgomery passenger rail corridor as well as a concept level operating and maintenance cost estimate. They used cost data from similar or peer transit properties to develop a \$34.18/vehicle-mile operating and maintenance cost estimate in 2015 dollars. This translates to \$5.1 million annually for the LaSalle-Peru to Montgomery passenger rail corridor.

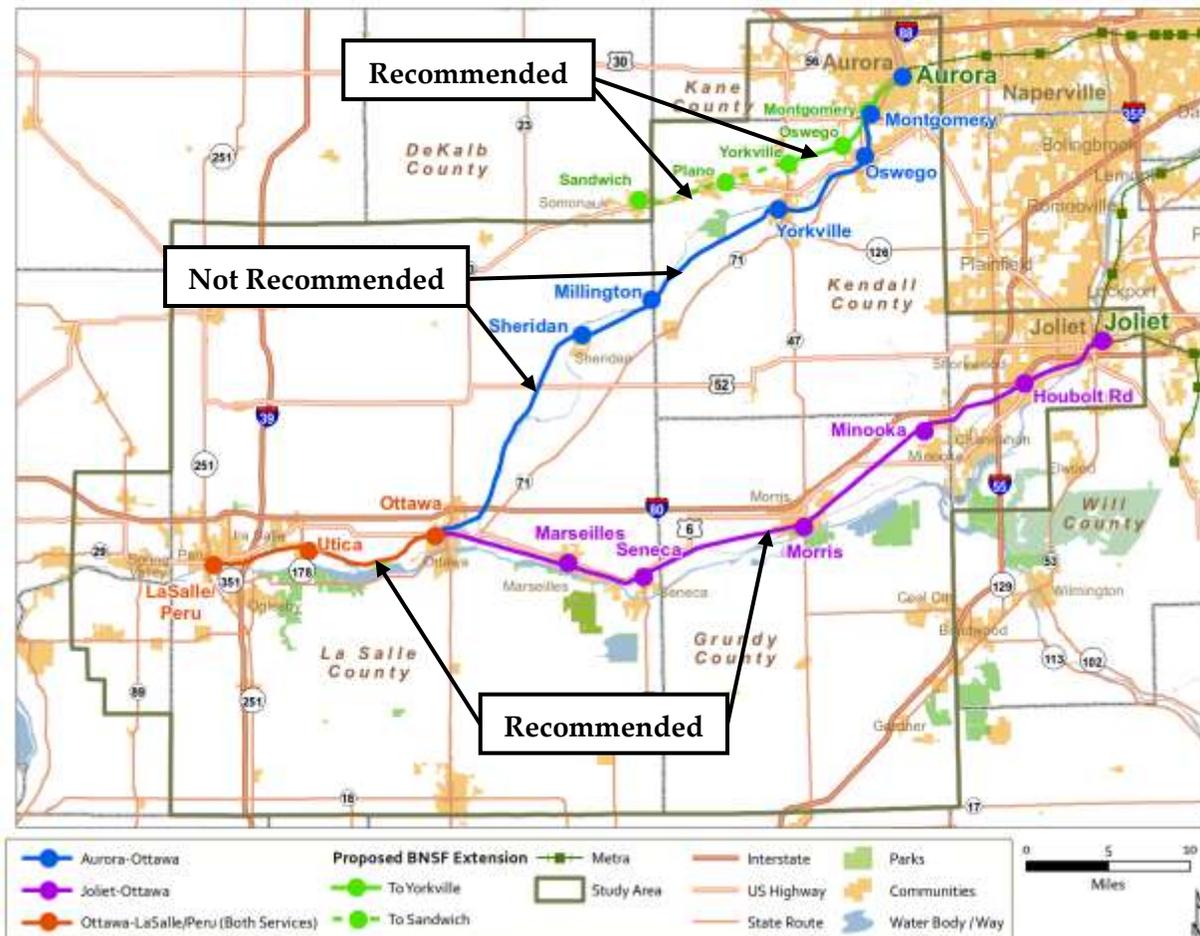
3.4 Long-Term Passenger Rail Corridor Recommendation

The consultants do not recommend the LaSalle-Peru to Montgomery passenger rail corridor. The LaSalle-Peru to Montgomery passenger rail corridor includes a 32 mile stretch

between Ottawa and Yorkville that provides limited ridership. This corridor also partially overlaps the travel market area of the proposed Metra Burlington Northern Santa Fe extension that would also serve Oswego and Yorkville and possibly Sandwich. It could adversely compete with the proposed Metra line for ridership, especially at station locations in Yorkville, Oswego and Montgomery. Metra expects to complete the Burlington Northern Santa Fe Extension Study in early 2016. The Burlington Northern Santa Fe extension would more cost-effectively serve the northern Kendall County travel market than the entire LaSalle-Peru to Montgomery passenger rail corridor.

For a passenger rail option, the consultants recommend pursuing implementation of the LaSalle-Peru to Joliet passenger rail corridor in the long-run. It would serve northern LaSalle and Grundy Counties.

Figure 3.16: Long-Term Passenger Rail Recommendations



4.0 Funding Options

To implement the recommended short- and long-term recommendations presented in Sections 2.0 and 3.0, additional funding for both transit capital and operating and maintenance improvements will be needed. The section below describes current and potential funding sources.

4.1 Current Transit Capital & Operating Funding Sources

The Grundy Transit System, Kendall Area Transit, and North Central Area Transit currently use the following funding sources for their operations:

Federal Formula Grants for Rural Areas (5311)

This federal program provides formula based funding to state or local governmental authorities, nonprofit organizations, or public transportation or intercity bus service operators to support public transportation in rural areas with less than 50,000 people. An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects meeting the needs of rural communities.

The Federal Transit Administration apportions Section 5311 funds to the States using a statutory formula based on the latest available U.S. decennial census data. Eighty percent of the statutory formula is based on each State's non-urbanized population. Twenty percent of the formula is based on land area. This program seeks to provide the following services:

- Enhance access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Help develop and support intercity bus transportation.
- Facilitate participation of private transportation providers in non-urbanized transportation.

The most recent Federal Surface Transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated the previous federal Job Access and Reverse Commute (5316) rural and Section 5310 funding. Grundy Transit System, Kendall Area Transit, and North Central Area Transit receive Federal 5310 program funding.

Statutory Reference: 49 USC 5311

Match: The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the project's net cost. For operating expenses, the Federal share may not exceed 50 percent of the project's net operating cost. Projects meeting the ADA's requirements for non-fixed route paratransit service may be funded at 80 percent Federal share.

Federal Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This federal program provides formula funding to States to help private nonprofit groups enhance mobility for seniors and persons with disabilities. It provides funds for programs to serve the special needs of transit dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Funds are apportioned based on each State's share of population for these groups of people. The most recent Federal Surface Transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21) consolidated the previous federal New Freedom Program (5317) and the Elderly and Disabled Program.

Eligible activities include capital expenses supporting transportation to meet the special needs of the elderly and people with disabilities. The Section 5310 Program also permits the acquisition of public transportation services as a capital expense. Selected projects must be derived from a locally developed, coordinated public transit-human services transportation plan.

Only Kendall Area Transit receives Federal 5310 program funding.

Statutory References: 49 U.S.C. 5310.

Section 5310 funds are apportioned among the States by a formula based on the number of elderly persons and persons with disabilities in each State according to the latest available U.S. census data.

Match: The Federal share of eligible capital costs may not exceed 80 percent of the activity's net cost. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent Federal share. The local share of eligible capital costs shall be no less than 20 percent of the activity's net cost.

Illinois Downstate Operating Assistance Program (DOAP)

The Illinois General Assembly established the Downstate Operating Assistance Program to provide operating funds to help develop and operate public transportation services statewide. Municipalities, counties, local Mass Transit Districts serving urbanized areas with

over 50,000 people, and non-urbanized areas may be eligible for these funds. The Downstate Operating Assistance Program currently pays up to 65% of eligible expenses.

The General Assembly provides an appropriation from the State's General Revenue Fund (GRF) to each eligible participant. The annual appropriation for the Downstate Operating Assistance Program for each participant is required to grow 10% annually. Downstate Operating Assistance Program funds can also be used for the local match requirement for the Federal 5311 program.

IDOT's Division of Public and Intermodal Transportation (DPIT) administers this program. They are responsible for reviewing grant applications, executing grant agreements, paying requisitions, monitoring the eligibility of participants' incurred expenses, and ensuring grantee compliance with federal and state program regulations.

The Downstate Operating Assistance Program represents the largest funding source for the Grundy Transit System, Kendall Area Transit, and North Central Area Transit. Recently, Grundy County and the Grundy Transit System successfully revised Grundy Transit System's Downstate Operating Assistance Program funding percentage to 65% in the General Assembly.

Statutory References: 30 ILCS 740/2

Match: 35% of eligible funds annually

Local Operating Funding Sources

There are a wide range of local operating funding sources, including the following:

- Fares – revenues received from passengers paying the required transit fare.
- Service Contracts - revenues received from an outside party for a transit operator's services.
- Other System Generated Revenues – revenues received primarily for advertising (for example, North Central Area Transit's window wraps)
- Interest Income - interest earned on cash temporarily held in savings accounts, certificates of deposits, or other investments.
- Local Governments/Agencies - monetary contributions agencies, counties, municipalities, townships, or other local government units make to provide revenue for transit capital and/or operations.
- Other Contributions/Donations – revenue received through miscellaneous contributions/donations, such as benefits.

These local operating fund sources are used as match for the federal and state programs. These current operating funding mechanisms are all logical sources recommended for continued use.

Current Capital Funding Sources

Illinois Consolidated Vehicle Program

IDOT has established a Consolidated Vehicle Procurement (CVP) Program that makes grants to municipalities, counties, mass transit districts, and private, non-profit organizations for transit vehicles. Federal 5310, 5311, and 5339 Bus and Bus Facilities funding programs and state sources fund this program. Grundy Transit System, Kendall Area Transit, and North Central Area Transit all use the Consolidated Vehicle Program to obtain vehicles.

State Capital Programs

The State of Illinois administers the Downstate Transit Improvement Fund (DTIF) and other infrastructure capital programs, most recently the Illinois Jobs Now! Program. IDOT's Division of Public and Intermodal Transportation manages an application process for downstate grantees applying for capital funding for facilities, rolling stock, dispatching hardware/software, and other equipment (maintenance, computers, security, etc.). These state capital programs are typically funded through State-backed bond programs and the General Revenue Fund. Grundy Transit System, Kendall Area Transit, and North Central Area Transit all receive funding for capital projects from State capital programs.

The consultant recommends existing grantees continue using the current capital funding programs. There is currently a discussion about a potential new State Capital Infrastructure Program.

4.2 Potential Future Transit Capital & Operating Funding Sources

Transportation systems play a pivotal role in enhancing the productivity and quality of American life. Federal, state, and local governments jointly provide funding for streets, highways, and transit. The primary revenue sources are taxation and user fees, along with supplemental methods including loans, bonds, public-private partnerships, and concessions (Committee for the Study of the Long-Term Viability of Fuel Taxes for Transportation Finance, 2006).

As Federal and State transportation funds become increasingly uncertain, it is important to look creatively at funding options, keeping an open mind towards the exploration of new funding sources and to the combined use of traditional sources with new sources to achieve capital and operational goals. No universal best funding combination exists. Each project

situation depends on the specific place, time, and political environment in which various project elements may be happening. Listed below is a toolbox of potential funding sources for short- and long-term consideration.

Several of the funding options below may only be viable if significant growth is projected to occur in the study area. The consultants have marked an asterisk (*) next to funding options currently having the most viability for this area. These options analyze existing growth plans and projections for the study area between now and the year 2040. Items without an asterisk could become more viable options in the future and therefore should be occasionally reevaluated.

Table 4.1: Potential Future Funding Source Options

Future Funding Source Options		Short-Term	Long-Term
Local	Fares *	X	X
	Service Contracts *	X	X
	Other System Generated Revenue *	X	X
	Interest Income *	X	X
	Local Governments/Agencies *	X	X
	Other Contributions/Donations *	X	X
	Local Mass Transit District	X	X
	Sales Tax	X	X
	Land Value Tax *		X
	TIF Districts	X	X
	Special Assessment Districts *	X	X
	Development Impact Fees		X
	Exactions *	X	X
	Joint Development		X
State	IL Downstate Operating Assistance Program (DOAP) *	X	X
	IL Consolidated Vehicle Procurement (CVP) Program *	X	X
	IL Capital Programs/Downstate Transit Improvement Fund (DTIF) *	X	X
Federal	Formula Funds for Elderly Seniors and Persons with Disabilities (5310) *	X	X
	Fixed Guideway Capital Investment Grants - New Starts/Small Starts Program (5309)		X
	Bus and Bus Facilities (5339) *	X	X
	Formula Grants for Rural Areas (5311) *	X	X

* Most viable funding options

Future Local Funding Source Options

Fares, service contracts, other system generated revenues, interest income, local governments/agencies, and other contributions/donations are described above in Section 4.1.

Local Mass Transit District

One or more municipalities, counties, or a combination of them can form a mass transit district to acquire, construct, own, operate, and maintain transit facilities for public service. A majority vote from the corporate authorities or a majority vote from each participating municipality and/or county board can approve a resolution to form a mass transit district.

A mass transit district's Board of Trustees has the following powers:

- To apply for, accept, and use grants, loans, or other financial assistance from any municipality, county, State, or Federal government, or public or private entity;
- To borrow from the Federal government;
- To levy tax on property within the mass transit district's service area at a rate not to exceed 0.25% on the property's assessed value;

Statutory Reference: 70 ILCS 3610/1

Sales Tax

In Illinois, county public safety, public facilities, or transportation sales taxes can be levied on general merchandise sales. Kendall County currently imposes a 1.00% sales tax and LaSalle County imposes a 0.25% sales tax for public safety, public facilities, or transportation. The county board may impose the sales tax if a proposition for the tax has been submitted to that county's electors and a majority of those voting on the question approve it. If the tax is imposed for transportation purposes for expenditures for passenger rail transportation, the county board must publish notice of the existence of its long-range passenger rail transportation plan and must make the plan publicly available before approving the ordinance or resolution imposing the tax.

Statutory Reference: 55 ILCS 5/5-1006.5

Value Capture

Large public investments in transportation infrastructure, such as new rail lines, can substantially increase the value of adjacent land. Value capture is a type of public financing using locally implemented funding mechanisms to recover or "capture" the value that public

infrastructure generates for private developers and landowners. It uses that funding to help repay the cost of the public investment, directly linking the benefit of the infrastructure with its cost.

Types of value capture include the following:

Land Value Tax (LVT)

The most common value capture mechanism is property tax through the normal assessment of market value; this is because the common real estate tax includes the less known land value tax. Land value tax, also known as a site valuation tax, is a levy on the unimproved value of land only. It is an *ad valorem* tax on land that, unlike typical property taxes, disregards the value of buildings, personal property, and other improvements. The value of any given land is determined by its proximity to various public and private amenities. Investment in capital improvements to land can promote capital investment in other nearby locations, which further increases land value. Thus, even if the rate of taxation does not change, the tax revenue generated from properties that benefit increases due to higher land values and increased development.

Tax-Increment Financing (TIF)

Tax increment financing uses taxes levied from the increase in equalized assessed value (EAV) of property which occurs above the base equalized assessed value given the improvements being made. The monies collected or “captured,” from the increase in equalized assessed value are in-turn used to help pay for development-related costs. Local governments typically use tax increment financing to promote housing, economic development, and redevelopment in established neighborhoods. They have also used tax increment financing for funding transportation projects in certain areas.

Tax increment financing has several main caveats, however. Illinois law requires local governments to apply tax increment financing only to blighted areas and to land they annex. Evidence from Chicago suggests the increment in property values captured from a transit improvement through tax increment financing may be large in some cases. However, this case involved some unique circumstances (e.g., a heavy rail system in a very dense, central city area) (Studies, 2009).

Special Assessment Districts

Special assessments impose charges on property owners near a new or improved transportation facility based on geographic proximity or some other measure of benefit. They are also known by many other names such as special service areas (SSA), business improvement districts (BID), business improvement areas (BIA), business revitalization zones (BRZ), local

improvement districts (LID), community improvement districts (CID), or special improvement districts (SID). These special assessment districts are defined areas within which businesses pay an additional tax (or levy) to fund projects within the districts' boundaries. Although they are often funded primarily through the levy, they can also draw on other public and private funding streams.

Assessment districts typically require at least a majority vote of the affected property owners to be implemented. The assessment amount must be directly related to the improvement or investment cost and the expected benefit to the property owner. Assessment districts may be used to finance both the capital and operating costs of transit. When establishing an assessment rate, local governments usually take a tiered approach, meaning properties closer to the transit facility pay a higher rate because of higher expected benefits, and properties further from the transit facility pay a lower rate because of lower expected benefits.

A number of areas nationwide have used assessment districts to fund new transit, including the Metro Red Line subway in Los Angeles, the Portland streetcar lines, the South Lake Union Streetcar in Seattle, and the TECO streetcar line in Tampa, Florida. A special service area was created in downtown Chicago to fund the proposed Central Area Circulator, but was closed as the project lost support. Special assessment districts can also be more difficult to implement across larger areas, especially across multiple jurisdictions, since a majority of property owners need to approve the assessment.

Development Impact Fees (DIF)

Local governments collect development impact fees from developers to finance new infrastructure and services associated with new development, including off-site services such as schools, parks and transportation. Impact fees can be efficient since they pass along the marginal costs of land development, including the provision of transportation infrastructure, to the primary beneficiaries.

Impact fees may not be a primary revenue source for transportation in most jurisdictions, but if combined with other sources, can help finance the share of transportation budgets attributable to the new development (Studies, 2009). Unless fees are charged across an entire region, the impact fees could unintentionally result in developers avoiding transit-accessible areas and instead concentrating development in peripheral areas to avoid impact fees. As a means to fund transit improvements, local governments have not widely used this mechanism. It is only likely to be successful in an area with a strong real estate market and a significant amount of new development (Development, 2008).

Exactions

Exactions can take the form of in-kind contributions to local transportation improvements, parks, or other public uses as a condition of new development approval. Local governments can also request them in the form of in-lieu fees. In most cases, local governments should view negotiated exactions as a supplemental revenue source, rather than as a main revenue stream.

Joint Development (JD)

A joint development involves the coordinated development of public transportation facilities with commercial or residential non-transit development where a private sector partner either provides the facility or makes a financial contribution to offset its costs. The transit and non-transit developments are generally co-located on the same property and can result in an efficient use of available property and enhance both property types. In many cases, the joint development takes place on publicly owned property. The Federal Transit Administration (FTA) provides specific guidance about what joint development projects are eligible for public funding (See FTA Circular 7050.1, August 25, 2014).

Future State Funding Source Options

IDOT's Downstate Operating Assistance Program, Consolidated Vehicle Program, and Downstate Transit Improvement Programs, and State Capital Programs are described above in Section 4.1.

Future Federal Funding Source Options

The Federal Transit Administration Section 5310 and 5311 programs are described above in Section 4.1.

Fixed Guideway Capital Investment Grants - New Starts/Small Starts/Core Capacity (Section 5309)

The Federal Transit Administration provides Section 5309 grants to state and local government agencies, including transit agencies for new and expanded rail, bus rapid transit, and ferry systems. These projects reflect local priorities to improve transportation options in key corridors. *New Starts* projects include commuter rail projects, similar to the Illinois Valley LaSalle-Peru to Joliet commuter rail project, that are seeking greater than \$75 million in Federal 5309 funding. *Small Starts* projects must have total net capital cost of less than \$250 million and seek a Federal 5309 share of less than \$75 million.

This discretionary program requires project sponsors to undergo a multi-step, multi-year process called the New Starts process to be eligible for funding. This process includes a Systems Planning, Project Development, Engineering, and Construction phase.

In the Systems Planning phase, the grantee identifies the potential fixed guideway project. In the Project Development phase, the grantee examines all potential alternatives, selects a locally preferred alternative, calculates the New Starts criteria, and completes the National Environmental Policy Act (NEPA) process (typically an environmental impact statement or environmental assessment). The Project Development phase replaces the Alternatives Analysis. Assuming Federal Transit Administration approval, the New Starts process continues with the Engineering phase. The grantee will develop construction plans, identify sponsors committing non-federal funding, acquire right-of-way, and go through a Federal Transit Administration evaluation for a Full Funding Grant Agreement. The grantee can proceed with construction pending completion of the Engineering phase and the Federal Transit Administration's approval of the Full Funding Grant Agreement.

Statutory References: 49 U.S.C. Section 5309 / MAP-21 Section 20008

Match: Maximum federal share is 80%, although 50% is a more typical share.

Bus and Bus Facilities (FTA Section 5339 Funds)

The transit capital investment program provides capital assistance to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas. Eligible recipients under the bus program are States and local governments, as well as subrecipients, such as public agencies, private companies engaged in public transportation and private non-profit organizations. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. A portion of the funding is based on population, vehicle revenue miles and passenger miles and a portion is at the Secretary of Transportation's discretion.

Statutory References: 49 U.S.C. 5339/MAP-21 Section 20029

Match: The Federal share of eligible capital costs is 80% with a 20% local match.

5.0 Conclusion

This Illinois Valley Recommended Short- and Long-Term Public Transportation Plan provides a series of prioritized short-term (generally within the next five years) recommendations, and long-term (generally within the next twenty years and beyond) recommendations. These recommendations are summarized in the table below.

Table 5.1: Plan Recommendations

Short-Term Recommendations	Priority	Description
Expanded Service Hours	High	Better serve commuting trips and first shift schedules. Recommended hours are from 6 or 7 am to 6 pm
Expanded Service Days	Low	Provide Saturday and Sunday service, although cost-effectiveness lower than weekdays
Improved Service Integration	Medium	Coordinate inter-county services at designated transfer points near county borders
Expanded Service	Medium	Additional vehicles to expand service
Improved Bus Storage Facilities	Medium	Bus storage facilities for vehicles, two of which are already programmed
Improved Passenger Amenities	Low	Bus shelters at higher volume pick-up locations and transfer points
Expanded Intelligent Transportation Systems	Medium	Use of a computerized reservation system, automated vehicle location, and mobile data terminals
New Express Bus Service	Low-Medium	Proposed LaSalle-Peru to Joliet and Sandwich to Aurora express bus routes
Long-Term Recommendations	Priority	Description
Long-Term Fixed-Route Bus Service	Recommended	New fixed-route bus service for Oswego, Yorkville, and Morris
LaSalle-Peru to Joliet Passenger Rail System	Recommended	New passenger rail service via the Iowa Interstate and CSX to Joliet
LaSalle-Peru to Montgomery Passenger Rail System	Not Recommended	This route would not be as effective as the proposed Metra Burlington Northern Santa Fe extension

It should be recognized that the priorities associated with these recommendations were made cognizant of existing funding constraints. Existing funding conditions and a range of funding options are described in Section 4. In the short-term, a local match for federal and state

funding most likely constrains funding availability. In the long-term, discretionary federal New Starts funding will be needed to develop passenger rail service. However, New Starts funding typically accounts for 50 percent of the capital funding. A state capital program or the establishment of a local mass transit district with taxing and bonding authority would likely be required for the remaining capital funding.

5.1 Next Steps

Potential next steps include implementation of the prioritized short-term recommendations. In particular, where these recommendations require intergovernmental or interagency agreements, such as improved service integration and new express bus recommendations, discussions should be initiated, subject to any funding constraints. In addition, the proposed I-88 intercity bus demonstration should be monitored. If successful, an I-80 intercity bus demonstration should be considered.

Providing support for maintaining and increasing funding for public transportation should continue. Public transportation is an important part of the lives of many residents in the study area, providing mobility and accessibility to work, school, medical facilities, shopping, and other destinations.