

Applying the Interim Guidance and Instructions for Small Starts to Pace's Rapid Transit Program

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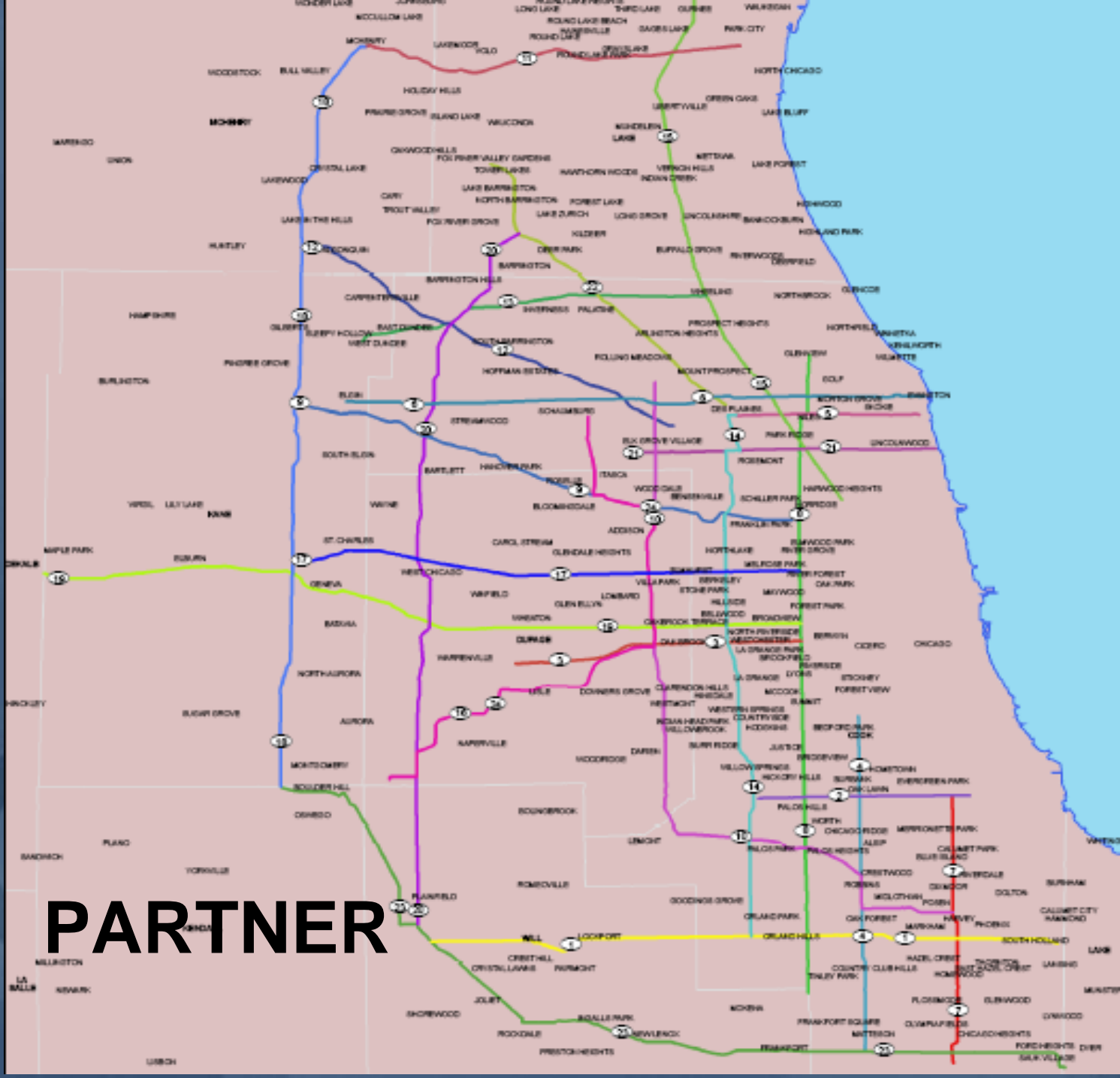
- Service area:
 - Suburban
 - 3500 square mile
 - 35% recovery ratio
 - No HOV, nor shoulder-riding in region
 - Parking requirement for new development in suburbs
- New travel markets, new transit goals:
 - Provide regional connectivity
 - Solution is needed now

Pace's Arterial Rapid Transit

- Integrated system of functional elements

	BRT	Pace's Arterial Rapid Transit
Cost	\$5 million /mile +	\$1-5 million /mile
Ridership	12,000 pass/day +	Below 12,000 pass/day
ROW	Dedicated facility Exclusive ROW	Mixed traffic Queue jump + TSP
Station spacing	1 mile +	.5-1 mile + extension
Vehicle fleet	Special BRT vehicle	Dedicated fleet, low floor
Fare collection	Off-board	On board possible
ITS	Real-time information TSP Central Dispatch	Real-time information TSP Central Dispatch possible
Operation	Frequency below 8 minutes All day	Below 15 minutes All day

Pace's
Arterial
Rapid
Transit
Network
for the
Region
Program



PARTNER



FTA's Purpose

- Bus corridor projects are now eligible
- Smaller agencies, smaller scale projects could compete – Pace is not small, but very lean
- Wide range of modal alternatives – modal blind
- Address significant transportation problem – region is the 3rd most congested
- Provide significant mobility benefit – regional connectivity, shoulder riding
- Economic development – Niles example
- Cost –effectiveness ART is less than \$3 mill/mile

Eligibility

- Bus projects are eligible without specified fixed guideway – great!
- Small Starts: description of ART
- Very Small Starts:
 - Existing riders 3000/day:
 - FTA's goal is to limit projects,
 - Pace – some corridors are eligible
 - Pace wants to provide regional connectivity in non-traditional travel markets. However, new routes for regional connectivity are not eligible.
 - smaller transit agencies?
 - \$3million/mile:
 - Pace's ART is less than \$3million/mile
 - all BRT are a Small Starts – ROW

Subdividing Projects

Definition of operable segment needs some clarification, in term of

- Regional plan vs. individual corridors:
 - PARTNER Program is 1 or 20 projects?
 - Niles area small ART network would be 1 or 3 projects?
- Corridor segments:
 - ART Core – to provide frequent, high quality service
 - ART Connector – to provide regional connectivity
- Phasing in time:
 - as demand increases infrastructure elements can be added

Submission Requirements to Prove Eligibility

- Local match
 - regardless of guideline this continue to be a difficulty for Pace – Pace serves 274 communities.
 - Pace is not allowed to issue bonds
- Need to supply the raw data on vehicle boarding, therefore cannot run ART where there was no service before
- Performance measures are given as reduced travel time, added frequency, improved amenities – Pace's increased mobility, access, regional connectivity

Planning Requirements

- **Alternative Analysis:**
 - Small Starts: fewer alternatives, simplified AA – will need consultation with FTA to work out what simplified AA means
 - Very Small Starts: project definition-based AA – time will tell
 - RTA will establish additional evaluation criteria that is relevant to the region
- **Baseline Alternative:**
 - Very Small Starts that include a fixed guideway must use Small Starts criteria – queue jump lane does not count as fixed guideway

Evaluation Criteria and Measures: Project Justification

- Land use and economic development
 - These are long term measures while Small Starts and Very Small Starts focus on the short term (including the ridership forecast for opening year)
 - Quantifying these requires lot of data, while the goal is to simplify
 - The smaller the project, the smaller its impact
- Land use and economic development could be given progressively lower weight in comparison to cost-effectiveness from New Starts, through Small Starts, to Very Small Starts

Entry into Project Development

- Small Starts and Very Small Starts
 - using opening year forecast
 - For small projects, such as ART, cost-effectiveness (and short deployment time) is the major advantage not land use impact.

FTA's Funding Decisions

- Geographic equity – 10 million people in Chicago region, 3rd most congested region
- On going projects:
 - New Start: Star Line, commuter rail,
 - Pace SAFETEA-LU: Golf and Cermak road
 - still many transportation problems remain
- Regional equity – funding focused on the city but now employment and demographic growth is in the suburbs, resulting in different travel market
- RTA is working on the 30 year capital fund needs to prioritize the region's projects

Summary

- FTA thinks of BRT/ART as an overlay system in urban setting
- Pace service area is different:
 - Suburban
 - Goal is to provide regional connectivity
 - Where currently no service
- Experience of Small agencies

Contact

If you have any question about Pace's concept of Arterial Rapid Transit or the **PARTNER** Program, please contact

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