



Chicago Metropolitan Agency for Planning

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FY 2010 UNIFIED WORK PROGRAM

COMPETITIVE PROPOSALS

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CITY OF CHICAGO

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Chicago Sustainable Infrastructure Standards

Sponsoring Agency: Chicago

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The Chicago Sustainable Infrastructure Standards will outline sustainable design recommendations for the public right of way, expanding on existing complete streets policies in order to include environmental performance. Transportation planning decisions should not only consider the location and users of any proposed infrastructure project, but also the environmental footprint created through the design, construction, and life of a project. The sustainable infrastructure standards will be applicable to both City and suburban locations and will include:

- 1- Best Practices and Example Applications
- 2- Design Requirements for Best Management Practices
- 3- Testing and Monitoring Procedures
- 4- Specifications
- 4- Long and short term goals
- 5- Process for implementation

Sustainable infrastructure standards will leverage sustainable design practices to maximize mode share, minimize carbon footprint, and create true low impact redevelopment.

Regional Focus Area: Environmental Impacts of Transportation Decisions

Please explain how this project relates to a regional focus area: These expanded standards will provide tool specific to NE Illinois, data, and techniques available for use by the City and the suburbs to address regional environmental issues. The standards will guide

private and public construction of the public right of way, and allow communities to maximize the long-term environmental benefits and life-cycle cost savings associated with sustainable infrastructure design. CDOT has, and continues to, reach out to the region and share knowledge it has gained regarding sustainable design. Leadership in developing standards will package this information into a form which can more easily be shared by the region.

Major tasks: The standards will build off of the existing design standards already established for Chicago's public right of way, including the Streetscape Guidelines and Street and Site Plan Design Guidelines. A consultant will be contracted to review these documents within the context of the recent "Adding Green to Urban Design Framework Plan" and "Chicago Climate Action Plan," and provide new best practice recommendations for infrastructure planning and design within the public right of way. The following specific deliverables will be included in the standards:

- 1- Best Practices and Example Applications
- 2- Requirements for Best Management Practices
- 3- Testing and Monitoring Procedures
- 4- Specifications
- 4- Long and short term goals
- 5- Process for implementation

All of the above materials will be made available through the City's website.

With a consultant, the following tasks will be performed:

- Research and document existing standards within the context of the Chicago Climate Action Plan and Green Urban Design Framework Plan.
- Form a task force of public and private stakeholders to coordinate review and regional applicability.
- Develop a set of standards based on complete policies to incorporate sustainable design techniques in the streetscape design.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Existing public right of way standards will be the starting place for the project, including the Streetscape Guidelines and Street and Site Plan Design Guidelines. Nationwide complete streets policies will be references, as well as the ITE manual for the "Context Sensitive Design Solutions in Designing Major Urban Thoroughfares for Walkable Communities."

Local sustainable design planning documents will be consulted, including the "Adding Green to Urban Design Framework Plan" and the "Chicago Climate Action Plan." Additional research into national best practices for sustainable design will also take place,

including New York's High Performance Infrastructure Guidelines and Green Streets Policies in Seattle and Portland.

Primary research data will be provided by CDOT from ongoing monitoring of sustainable infrastructure projects, including the Green Alley Program, Sustainable Streetscape Demonstration, Maxwell Street Market permeable plaza and bioswale, and numerous smaller applications of BMPs in the public right of way. Monitoring of these projects has been a cooperative effort between CDOT, the Department of Environment, Environmental Protection Agency, and Metropolitan Water Reclamation District.

Products and completion schedule:

Product	Product Type	Completion Date:
Research and Documentation	Plan/Program	December 2009
Task Force Review	Plan/Program	June 2010
Infrastructure Standards	Plan/Program	December 2010

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 144,000

Local Match (20%): \$ 36,000

Total Project Cost : \$ 180,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 18,000	Staff (including overhead)
\$ 152,000	Consultant or pass-through
\$ 10,000	Other costs (specify purpose: Printing)

Total Person Months (FY 10): 24

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: West Loop Terminal Area Plan

Sponsoring Agency: Chicago

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: To develop a transportation plan for the West Loop area in the vicinity of Union Station and Ogilvie Center. The study responds to growing congestion on the streets and curb space in the immediate vicinity of these terminals, the need for improved intermodal connections, and the need to accommodate future BRT and/or rail connections to the larger Central Area.

Regional Focus Area: Comprehensive Regional Plan Development

Please explain how this project relates to a regional focus area: The study will evaluate connections among the various line-haul and distribution services in the terminal areas and recommend projects and policies to facilitate intermodal transfers, thereby make transit an attractive alternative. The study also permits refinement of plans for Central Area Transitway alignments and stations serving the West Loop area.

Major tasks:

1. Develop information on existing and future development and transportation services and use, including an inventory of the use of streets, sidewalks, and curb space in the West Loop Area.
2. Analyze demand by time of day and the capacity of the transportation infrastructure and network.
3. Define alternative plans designed to improve intermodal connections. Each alternative would include: physical improvements to serve transit riders; an allocation of street lanes and curb space; measures to improve flows of vehicles and pedestrians in the station areas; and changes in signage and wayfinding.

4. Refine and revise plans as needed for Central Area Transitway links in the West Loop area and alignments connecting to the area.
5. Evaluate plans in consultation with other City departments, RTA, the transit service boards, Amtrak, private transportation providers, and building managers.
6. Recommend a short-term and long-range transportation plan, potential funding sources, and a strategy for implementation.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

Chicago Central Area Plan (2003) and Central Area Action Plan (pending), RTA Coordination Studies, studies of Canal/Clinton traffic studies (2007), Central Area Transitway feasibility studies and plans; West Loop Transportation Center Plans, CTA and Metra ridership studies.

Products and completion schedule:

Product	Product Type	Completion Date:
Statement of Current Conditions and Issues	In-house	August 2010
Conceptual Plans - Alternatives	Plan/Program	October 2010
Evaluation of Benefits and Costs	Plan/Program	December 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: Potential use of City, State or federal funds for implementation of plans.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 180,000

Local Match (20%): \$ 45,000

Total Project Cost : \$ 225,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 20,000	Staff (including overhead)
\$ 205,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 4

Optional: Information on additional funds or grants that will be used on this project: To address congestion in the area caused by the expansion of intercity bus services and the proposed development of Union Station, approximately \$102,000 FY06 and FY07 UWP funds were used to develop preliminary plans for use of curb space in the immediate vicinity of Union Station.

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Crosswalk Treatment Methodology and Toolbox

Sponsoring Agency: Chicago

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The purpose of this project is to develop a toolbox and methodology for marking uncontrolled intersections and mid-block crosswalks. This toolbox will be used to assist engineers and project managers in identifying locations for specialized crosswalk treatments such as international style striping, rapid flash beacons, HAWK signals, bumpouts, and pedestrian refuge islands. Based on findings from the Federal Highway Administration's "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations" and other studies, the toolbox will include factors like vehicle speeds, number of lanes, lane width, pedestrian and vehicle volumes, and the distance to the nearest signalized crossing location. The resulting toolbox could be used to assist the City of Chicago, other municipalities and our regional partners in determining appropriate crossing treatments. The City is seeking to begin work on this project as soon as possible, as Chicago has been identified as a focus city for pedestrian safety by the Federal Highway Administration. The project will assist in institutionalizing pedestrian safety treatments across projects so that Chicago provides the best walking experience possible.

Regional Focus Area: Providing Technical Assistance

Please explain how this project relates to a regional focus area: While this project is specific to Chicago, the final toolbox could be used by municipalities throughout the region. The toolbox will reflect best practices in pedestrian safety crossing treatments. By utilizing similar treatments regionally, we can communicate to both drivers and pedestrians the best location to cross and the presence of pedestrian traffic.

Major tasks: Major tasks for this project include:

1. Evaluating potential crosswalk treatments
2. Developing criteria for consideration in the crosswalk toolbox model
3. Developing the toolbox to include input criteria and output recommendations
4. Testing locations to understand strengths and weakness in the draft toolbox model
5. Revising the toolbox model based on the testing locations in task four
6. Finalizing the toolbox to include a user-friendly interface
7. Meeting with City engineers and project managers to present the crosswalk toolbox
8. Sharing the toolbox and methodology with the MPO for regional availability

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Phase one of Chicago’s Pedestrian Plan is complete and work on phase two, the goals and recommendations, will begin this month. The Pedestrian Plan will include recommendations on developing a crosswalk improvement toolbox. As this is a safety need that we have already identified, we are seeking to begin work on this before the completion of the Pedestrian Plan. Additionally, the toolbox will assist in institutionalizing Chicago’s complete streets policy and in ensuring that the City is prioritizing the most appropriate pedestrian safety treatments. To do this the City will consider data collected during recent city-wide ADT counts, the downtown pedestrian counts, CTA ridership counts, and information available through GIS layers reflecting right-of-way geometries and land use.

Products and completion schedule:

Product	Product Type	Completion Date:
Draft Toolbox Model	In-house	November 2009
Final Toolbox Model	Plan/Program	February 2010
City Toolbox Launch	In-house	April 2010
Regional Toolbox Launch	Outside Distribution	June 2010

Optional: The products developed in this project will be similar to those developed for other large cities, notably Oakland, CA. The Oakland tool reflects that city’s unique conditions and is not suitable for direct use in the Chicago area.

Future activities or subsequent studies resulting from this project:

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 80,000

Local Match (20%): \$ 20,000

Total Project Cost: \$ 100,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 10,000	Staff (including overhead)
\$ 90,000	Consultant or pass-through
\$ -----	Other costs (specify purpose:)

Total Person Months (FY 10): 12

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Downtown Freight Study: Congestion Mitigation

Sponsoring Agency: Chicago

Project Type: Continued Study

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: This study purpose is to evaluate policies and practices that improve freight truck deliveries and movement within the CBD. Policies and practices to be considered include: off-peak delivery options, pay-and-display loading zones, proper loading zone use, and current vertical clearance notification.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: Successful management of truck deliveries and movements result in reduced travel times for deliveries and better use of the public right-of-way, which mitigates congestion. Policies and practices can be implemented regionally.

Major tasks: Identify and assess various off-peak delivery options feasible for Chicago, which reduce conflict between trucks and other forms of transportation.

Survey and map locations of truck loading zones in the Central Area.

Identify issues related to improper loading zone usage.

Survey and map all inadequate viaduct clearance providing access to the CBD.
Assess pay-and-display loading zones and recommend priority implementation areas.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): City of Chicago, Downtown Freight Study

Products and completion schedule:

Product	Product Type	Completion Date:
Report	Outside Distribution	December 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: implementation of recommended policies/programs.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 160,000

Local Match (20%): \$ 40,000

Total Project Cost : \$ 200,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 10,000	Staff (including overhead)
\$ 190,000	Consultant or pass-through
\$ 0	Other costs (specify purpose:)

Total Person Months (FY 10): 12

Optional: Information on additional funds or grants that will be used on this project:

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Chicago Regional Railroad Traffic Profile

Sponsoring Agency: Chicago

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: To provide City and regional planning support by estimating inbound, outbound and through rail freight traffic by origin and destination of shipments.

Regional Focus Area: Providing Technical Assistance

Please explain how this project relates to a regional focus area: To assist in local and regional planning, the information will be available to CMAP, governmental agencies and other organizations to assist in transportation planning and economic studies. The study focuses on the railroads in the regional 8-county area defined by the northeastern Illinois counties of Lake, McHenry, Cook, DuPage, Will and Kane, and Lake and Porter counties in Indiana.

Major tasks:

Define available data sources (e.g., waybill sample) and identify gaps in information.

Describe the characteristics of an individual rail shipment, including the originating and terminating freight stations.

Identify the names of all railroads participating in the movement.

Analyze the points of all railroad interchanges, the number of cars, the car types, and the commodity.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): 2003 Rail Freight Futures Study

Products and completion schedule:

Product	Product Type	Completion Date:
Report	Outside Distribution	June 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project:

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 88,000

Local Match (20%): \$ 22,000

Total Project Cost : \$ 110,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 10,000	Staff (including overhead)
\$ 100,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 9

Optional: Information on additional funds or grants that will be used on this project:

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Smart Corridor Interconnect Prioritization Study

Sponsoring Agency: Chicago

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: Determine the arterial corridors in the City that have the greatest potential value as "Smart Corridor" Signal Interconnects

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: Prioritize future spending on "Smart Corridor" improvements that create capacity

Major tasks: Research benefit rates for "Smart Corridor" and Signals. Determine segments to evaluate. Compile ADT, bus ridership and cost-related data for each. Determine top 20-25 most cost effective for travel time savings/emissions reduction. Conduct speed runs (or equivalent) for top 20-25. Finalize rankings withing top 20-25 list.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): 2006 CDOT ADT Studies, CTA Bus Ridership data, CDOT Traffic Signal Inventory, past CMAQ applications.

Products and completion schedule:

Product	Product Type	Completion Date:
Best Practices for Estimating Report	In-house	July 2010
Preliminary Analysis (select Top 20-25)	In-house	October 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: Grant applications (e.g. CMAQ) for highest rated projects beginning FY12.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 180,000

Local Match (20%): \$ 45,000

Total Project Cost : \$ 225,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 25,000	Staff (including overhead)
\$ 200,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 6

Optional: Information on additional funds or grants that will be used on this project:

COUNCIL OF MAYORS

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Subregional Planning, Programming and Management

Sponsoring Agency: Regional Council of Mayors

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: To provide for strategic participation by local officials in the regional planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing local liaisons to regional activities, facilitating communication between local and regional stakeholders, and coordinating local technical assistance for regional programs, projects, and research.

Regional Focus Area: All

Please explain how this project relates to a regional focus area: CMAP has consistently expressed the need for Planning Liaisons to support its role in regional planning and in the integration of regional planning and transportation. This request recognizes the vital role that PLs play in linking CMAP to the region's municipalities. These funds will cover Planning Liaison/Council work in support of the Region's Focus Areas.

Major tasks: Communication, General Liaison, and Technical Assistance (see attached Council of Mayors scope for details).

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): These activities build on work that the Council of Mayors has successfully accomplished over twenty years to link the region's Metropolitan Planning Organization to the region's 272 municipalities and their elected officials.

Products and completion schedule:

Product	Product Type	Completion Date:
Products in support of the Region's Focus Areas.	Plan/Program	As Needed
Municipal improvement project applications	Plan/Program	As Needed
FY 09 Quarterly Reports	Plan/Program	On-Going

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: To be determined based on CMAP and Council activities.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 204,000

Local Match (20% and 50%): \$ 76,125

Total Project Cost : \$ 280,125



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 280,125	Staff (including overhead)
\$	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 36

Optional: Information on additional funds or grants that will be used on this project: The \$204,000 in federal funds, is matched with \$42,625 at 80/20, and \$33,500 in additional local match at 50/50 (see attached Funding Request Summary for details).

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program also receives Discretionary funds to assist CMAP with additional activities, including development of a comprehensive regional plan, and studies, projects and programs related to the region's Focus Areas. The PL Program includes five general task areas described below that will be completed using the Core Supplemental and Discretionary funding allocated in the FY 2010 UWP.

Communication & Public Involvement

Core Supplemental

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP transportation policies, programs and initiatives to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will be the primary public contact for local government projects in the Interactive TIP Map.

Discretionary

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP policies, programs and initiatives not related to transportation to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will actively work to assist CMAP staff with public involvement for *Go To 2040*.

General Liaison

Core Supplemental

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and transportation elements of *Go To 2040*, such as the CREATE program, the STAR Line Mayors Task Force, the IDOT Elgin O'Hare – West Bypass study, the RTA Cook-DuPage Corridor Study, etc.

Discretionary

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts above and beyond those that are federally required. The PL program will assist CMAP staff with invoicing of municipalities for local contributions, and other administrative tasks.

Program Development – Surface Transportation Program

Core Supplemental

The PL staff will facilitate the Surface Transportation Program at the discretion of local Council methodologies while meeting federal requirements. The PL program will assist in the development of sub-regional annual and multi-year, multi-modal transportation improvement programs consistent with regional strategies and will be responsible for programming STP projects in the CMAP TIP.

Program Monitoring

Core Supplemental

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as reviewing and assisting with applications for locally sponsored STP and CMAQ projects.

Technical Assistance

Core Supplemental

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies.

Discretionary

The PL program will provide technical support and assistance to CMAP and local governments regarding non-transportation issues. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies. The PL staff will assist in the coordination and outreach activities of CMAP in the sub-region and will assist CMAP staff and other agencies with the extension of the *Go To 2040* Indicators project to a data archiving project.

Council of Mayors - FY 2010 UWP Request Summary

FY10 Discretionary - To be considered by Executive Committee 3/3/09							
Council	80/20 Federal	50/50 Federal	Federal Total	80/20 Local	50/50 Local Match	Local Total	Total Federal and Local
North Shore	\$ 14,874.53	\$ -	\$14,874.53	\$ 3,718.63	\$ -	\$3,718.63	\$ 18,593.16
Northwest	\$ 16,445.15	\$ -	\$16,445.15	\$ 4,111.29	\$ -	\$4,111.29	\$ 20,556.44
North Central	\$ 14,820.31	\$ -	\$14,820.31	\$ 3,705.08	\$ -	\$3,705.08	\$ 18,525.38
Central	\$ 14,543.06	\$ -	\$14,543.06	\$ 3,635.76	\$ -	\$3,635.76	\$ 18,178.82
Southwest	\$ 15,018.78	\$ -	\$15,018.78	\$ 3,754.70	\$ -	\$3,754.70	\$ 18,773.48
South	\$ 15,679.76	\$ 8,375.00	\$24,054.76	\$ 3,919.94	\$ 8,375.00	\$12,294.94	\$ 36,349.70
DuPage	\$ 17,364.81	\$ 8,375.00	\$25,739.81	\$ 4,341.20	\$ 8,375.00	\$12,716.20	\$ 38,456.01
Kane Kendall	\$ 15,588.43	\$ 8,375.00	\$23,963.43	\$ 3,897.11	\$ 8,375.00	\$12,272.11	\$ 36,235.54
Lake	\$ 16,234.29	\$ -	\$16,234.29	\$ 4,058.57	\$ -	\$4,058.57	\$ 20,292.86
McHenry	\$ 14,583.35	\$ -	\$14,583.35	\$ 3,645.84	\$ -	\$3,645.84	\$ 18,229.19
Will	\$ 15,347.53	\$ 8,375.00	\$23,722.53	\$ 3,836.88	\$ 8,375.00	\$12,211.88	\$ 35,934.41
Totals	\$ 170,500.00	\$ 33,500.00	\$ 204,000.00	\$ 42,625.00	\$ 33,500.00	\$ 76,125.00	\$ 280,125.00

CTA

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: North Main Line Corridor Demand Study

Sponsoring Agency: CTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: Model travel demand in the North Main Line Corridor for bus and rail service to inform a comprehensive vision for rehabilitation in the corridor.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area:

The North Main Line Corridor is parallel and provides an alternative to North Lakeshore Drive and the Edens Expressway (I-94) as well as many local roads. CTA Red, Yellow and Purple rail lines and extensive parallel express bus services in this corridor serve to the densest residential concentration in the region, the Central Business District, and the suburbs of Evanston, Skokie, and Wilmette. Corridor travel needs have changed since infrastructure was originally built and service patterns developed and are anticipated to change through 2040. The North Main Line rail infrastructure is in need of rehabilitation, which provides an opportunity to build infrastructure that allows alternative rail service patterns. Modeling the travel demand for this corridor under various bus and rail service configurations would allow development of a service plan that better utilizes existing infrastructure and guides rehabilitation.

Major tasks:

Review and refine CMAP's existing travel demand model

Develop multiple alternative rail operating plans

Develop alternative bus operating plans

Develop network coding for alternative service plans

Model detailed corridor-level travel demand
Prepare travel demand report - including recommended TDM enhancements

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

Substantial work has been completed to summarize existing plans and data that correspond with the North Main Line. In addition, technical analysis has identified physical barriers and requirements for infrastructure in the corridor. Preliminary in-house analysis has identified multiple alternative operating plans.

Products and completion schedule:

Product	Product Type	Completion Date:
Travel demand model calibration report	In-house	July 2010
Recommended TDM enhancements memo	In-house	December 2010
Alternative service scenario report	In-house	December 2010
Detailed corridor travel demand report	Outside Distribution	June 2011

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project:

Formulate Corridor Vision – Reconstruction/Rehabilitation Strategy
Preliminary Engineering and Environmental Review
Final Engineering

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 400,000
Local Match (20%): \$ 100,000
Total Project Cost : \$ 500,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 100,000	Staff (including overhead)
\$ 400,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 15

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Study of Limited Bus Stop Service

Sponsoring Agency: CTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The study will evaluate the effectiveness of a Chicago Transit Authority (CTA) pilot to increase the ratio of limited-stop to local bus service on three (3) CTA bus corridors: Garfield/55th Street (Routes #55 and #X55), Western Avenue (Routes #49 and #X49), and Irving Park (Routes #80 and #X80). The 180-day pilot will be implemented during the Spring of 2009 and will increase the frequency of limited-stop service to approximately 60% of overall service on the corridor. The study will evaluate the effectiveness of this change as measured by overall change of ridership on the corridor, increase in travel speed, productivity of local and express routes, and impact on customer satisfaction. Additionally, the study will evaluate the effectiveness of bus stop spacing on the pilot corridors by analyzing ridership by stop and how it impacted the overall effectiveness of the service. Finally, the study will recommend the optimal ratio of express to local service on the pilot routes.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The project will inform how limited stop service benefits CTA customers, including attracting new customers to a corridor while maintaining a cost-neutral environment. The study will look at changes in overall travel time for both limited stop and local service, and improvements in traffic flow in congested traffic areas. The study will analyze specific characteristics of each corridor, such as average trip length and headway of the corridor, and how it impacted the overall success of the pilot.

Major tasks: Analyze effectiveness of pilot by measuring overall change in corridor ridership, market share of local and limited-stop routes, improvements in passenger travel time, and productivity of local and express routes (as measured by passengers per trip and per vehicle hour of limited and local service). Additionally, the study will identify specific characteristics of each corridor such as average length of passenger trips and the combined headway of the local and express service, and how these factors impacted the shifts in ridership patterns from local to express. Finally, the study will compare market research data collected during the pilot on all impacted routes to understand customer's perception and compare to a baseline study conducted during the pilot as comparison.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Pre-pilot market research study of affected routes, February/March 2009 by CTA Market Research Department. Thesis by Stacey Schwarcz, Candidate for Master of Science in Transportation, Massachusetts Institute of Technology, September 2004, "Service Design for Heavy Demand Corridors: Limited-Stop Bus Service"

Products and completion schedule:

Product	Product Type	Completion Date:
Market Research Follow-up Study During Pilot	In-house	August 2009
Market Research Final Report on Customer Experience	In-house	October 2009
Ridership, Market Share, and Productivity Analysis of Pilot Routes	In-house	January 2010
Final Report on Effectiveness of Increased Limited-Stop Service on Key Corridors	Outside Distribution	March 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: Subsequent studies will evaluate the effectiveness of limited stop service in planning express bus service, including Bus Rapid Transit (BRT) service. The study will provide a baseline for how bus speed can be improved with limited bus stop spacing prior to adding features such as dedicated bus lanes and traffic signal priority characteristic of BRT service. Also, recommendations to how to improve customer outreach on similar service changes to improve customer understanding of service.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 96,000

Local Match (20%): \$ 24,000

Total Project Cost : \$ 120,000



Expense Breakdown for UWP Expenditures

\$ 120,000	Staff (including overhead)
\$	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 8

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Study: Fundamentals of Transportation Decision Making

Sponsoring Agency: CTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: (1) Analyze conditions, tools, and inputs for consumer mode and route choice decisions on various time scales: immediate-term (e.g. modifying routine trips due to service disruptions or weather), short-term (e.g. choosing express or local bus service; planning trips to novel destinations), and long-term (e.g. deciding where to live/whether to own a car). (2) Determine how decision-making would be altered with additional information streams (e.g. real-time arrival data, traffic congestion data) or travel options (e.g. dedicated bus lanes, guaranteed ride home, denser car sharing network, extended bike lanes). (3) Use results to help customers make optimal travel decisions under any given circumstances (i.e. to feel empowered and not trapped) through an integrated planning and marketing strategy.

Regional Focus Area: Environmental Impacts of Transportation Decisions

Please explain how this project relates to a regional focus area: Understanding decision-making behavior will help transit agencies and municipal governments better provide and market low-impact transportation choices (including multimodal travel and/or access options), thus increasing customer satisfaction, transit ridership, and non-SOV mode share, which will ultimately reduce emissions by reducing short-term auto use and long-term auto ownership.

Major tasks: Tasks include the following: 1) Determine appropriate qualitative data collection method; 2) Review literature and background information; 2) Design research method; 3) Collect data; 4) Synthesize and analyze collected data; 5) Prepare summary report outlining major findings and recommendations; 6) Define planning/marketing

strategic plan.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): 2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey

Products and completion schedule:

Product	Product Type	Completion Date:
Project Methodology	In-house	July 2009
Status Reports	In-house	As Needed
Summary Reports	Outside Distribution	December 2009
Planning/ Marketing Strategic Plan	Plan/Program	March 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: This study will help to inform strategies for modification of existing transit service (e.g. optimized service span/frequency/routing), development of technological tools (e.g. placement of real-time information displays/kiosks), expansion of transit-supportive infrastructure (e.g. extended platform canopies, improved car sharing infrastructure/signage), and formulation of sustainable transport policy tools (e.g. traffic calming, road/parking pricing).

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 140,000

Local Match (20%): \$ 35,000

Total Project Cost : \$ 175,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 25,000	Staff (including overhead)
\$ 150,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 4

Optional: Information on additional funds or grants that will be used on this project:

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Customer Experience Tracking Survey

Sponsoring Agency: CTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: This study seeks to monitor changing customer expectations, attitudes and behaviors; these customer measurements impact every aspect of our organization. Tracking enables us to measure the customers' reaction to product and service related delivery and initiatives; allowing for key target improvement opportunities. The outcome of this study is improved service delivery and increased customer loyalty and retention.

Regional Focus Area: Public Involvement in Transportation Comp. Plan

Please explain how this project relates to a regional focus area: This project relates to planning for transit systems management/operations to increase ridership. By identifying what is important to our current customers, the agency can better develop an action plan to increase customer retention and attraction and ultimately increase ridership.

Major tasks: 1) Identify preferred data collection method based on results of historical and newly established research; 2) Review literature and data from past surveys; 3) Establish defined metrics for tracking the customer experience; 4) Field monthly survey in service area (using methodology defined in item 1); 5) Develop monthly/quarterly reporting structures; 6) Track and analyze trend data; 7) Prepare monthly/quarterly summary reports outlining trends resulting in prompt recommendations.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): 1995 Customer Satisfaction Survey--Final Report; 1997 Customer Satisfaction Survey--Final Report; 1999 Customer Satisfaction Survey--Final Report; 2001 Customer Satisfaction Survey--Final Report; 2003 Customer

Satisfaction Survey--Final Report; 2006 Customer Satisfaction Survey--Final Report; 2008 Customer Experience Survey (pending completion)

Products and completion schedule:

Product	Product Type	Completion Date:
Status report	Plan/Program	On-Going On-Going
UWP Annual Completion Report	In-house	On-Going On-Going
Target Improvement Opportunities	Plan/Program	On-Going On-Going
Project Summary Report	Outside Distribution	On-Going On-Going

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project:

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 400,000

Local Match (20%): \$ 100,000

Total Project Cost : \$ 500,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 500,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10):

Optional: Information on additional funds or grants that will be used on this project:

PACE

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Pace Development and Land Use Guidelines

Sponsoring Agency: Pace

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The development of a locally based transit policy as it relates to land use. Current practices in the region do not allow for the timely sharing of information on new development and roadway projects as related to transit planning. Pace wants to take the initiative by providing communities a "how-to" guide book on both Traditional and Non-Traditional Transit Oriented Development in the Chicago Suburbs that would facilitate the cooperation between Pace and communities in their effort of Economic and community development, job-housing-transportation planning.

Regional Focus Area: Integration of Transportation and Land Use

Please explain how this project relates to a regional focus area: Integration of Transportation and Land Use Planning; Public Involvement in Transportation and Comprehensive Planning; Transportations role in Economic and Community Development.

Major tasks: Update the Pace Development Guidelines including Transit infrastructure, pedestrian access, and land use. Business development and Community Outreach and Education on Transit Oriented Development, Develop a coordination program which allows Planning entities including Municipalities, Counties and CMAP to partner with Pace on new development and roadway projects. Business development outreach to realtors, brokers, developers, economic development and community development throughout the Chicago area.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Pace Development Guidelines, Niles TOD Study, Transit/Land Use Policies, various TOD Studies region wide.

Products and completion schedule:

Product	Product Type	Completion Date:
Development Guidelines	Outside Distribution	December 2009
Community outreach	In-house	On-Going Select
Business outreach	In-house	On-Going Select

Optional: Additional information on products can be placed here: Coordination program includes updating and marketing Development Guidelines.

Future activities or subsequent studies resulting from this project: Updated Guidelines, Outreach and marketing.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 200,000

Local Match (20%): \$ 50,000

Total Project Cost : \$ 250,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 50,000	Staff (including overhead)
\$ 200,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 12

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Hastus Data Coordination

Sponsoring Agency: Pace

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: Pace needs to coordinate the data the Hastus transit scheduling software creates for garage expenses versus the actual garage expenses. There is often a discrepancy between the projected data and the actual data. Pace is proposing to do a study to determine why these differences exist and how to more accurately reflect the actual expense in Hastus to maximize operating funds and planning efficiencies.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: Providing data accuracy will streamline the process, leading to a scheduling system that will improve service and run efficiently thus reducing congestion.

Major tasks: Task 1: Identify how each of the garages define scheduled overtime and unscheduled overtime. Each garage has different operating rules so this task would review all the division operating rules.

Task 2: Adjust the garage data to remove elements that are not in the Hastus database then compare the remaining elements from Hastus and the garage scheduled overtime records.

Task 3: Verify that the payroll program is correctly reporting the Hastus data using the same metrics.

Task 4: Recommendations to standardize that data for all three systems.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): N/A

Products and completion schedule:

Product	Product Type	Completion Date:
Review Division operating rules	Outside Distribution	October 2009
Adjust data	In-house	November 2009
Verification of reporting data	Outside Distribution	December 2009
Recommendations	Outside Distribution	January 2010

Optional: Additional information on products can be placed here: Pace needs to coordinate operator pay data generated by the Hastus transit scheduling software, the divisions and the accounting department records. Each of these systems generate different records and operator pay is the largest expense for the organization. The discrepancy between the projected data and the actual expense data needs to be corrected to maximize the run cut efficiencies and lower overall cost. Therefore, a study is required to identify and make corrections in these three systems.

Future activities or subsequent studies resulting from this project:Maximized run cut efficiencies, cost reduction, streamlined services.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 80,000

Local Match (20%): \$ 20,000

Total Project Cost : \$ 100,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 20,000	Staff (including overhead)
\$ 80,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 5

RTA

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Regional Coordination of Transit Customer Satisfaction Surveys

Sponsoring Agency: RTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The purpose of this initiative is to coordinate and implement a regional customer satisfaction measurement system with the goal of tracking and evaluating regional transit performance on critical customer experience touch points that influence satisfaction, loyalty, acquisition and retention. House Bill 656, enacted in January 2008, commits the RTA to evaluating the impact and effectiveness of public transit. One important performance measure (specifically mentioned in the RTA Act) is customer satisfaction. At present, all three Service Boards conduct their own surveys at different times and at different intervals, using different methods and scales of satisfaction. Thus, it is impossible to consolidate the results in one unified regional customer satisfaction performance measure or even a set of attributes. This initiative will provide a common sampling approach and methodology for surveying customer satisfaction across the entire transit system in northeastern Illinois.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The RTA and the Service Boards have agreed on a set of regional performance measures to be monitored to comply with the legislative mandates. Customer Satisfaction is one of these measures that need to be monitored on a regional level. A coordinated set of customer satisfaction measurements for northeastern Illinois is also part of the RTA's overall strategy for making transit more attractive, particularly for customers using more than one Service Board, and will help the RTA address interagency barriers to increased use of public transit. Although this project may not eliminate the need for individual Service Board surveys, it offers an opportunity for collaboration, which may then result in some level of

consolidation in the future. The RTA will coordinate this project and work closely with all three Service Boards to ensure that the results of the project serve the needs of all participating agencies.

- Major tasks:
1. Establish a working group (Task Force) representing all three Service Boards and RTA to work on the coordination, methodology and sampling approach to the survey.
 2. Develop an RFP for conducting a coordinated customer satisfaction survey using the same methodology to be administered to riders of all three Service Boards, and select a consultant.
 3. Review background information, methodologies and sampling plans of customer satisfaction/ rider surveys of all three Service Boards. Conduct focus groups, including riders using all three Service Boards.
 4. Develop survey distribution and sampling plan, develop questionnaire(s) and administer survey(s).
 5. Conduct data geocoding, weighting, and analysis, and report findings.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): This effort will draw on the customer satisfaction surveys previously undertaken by CTA, Metra and Pace and is driven by the transit reform legislation that became law in January 2008.

Products and completion schedule:

Product	Product Type	Completion Date:
Establish working group (Task Force) representing all three Service Boards and RTA to work on the coordination, methodology and sampling approach to the survey.	In-house	July 2009
Develop an RFP for conducting a coordinated customer satisfaction/ rider survey(s)	In-house	September 2009
Select a consultant	In-house	November 2009
Consultant begins. Review background information, methodologies and sampling plans of customer satisfaction/ rider/ non-rider surveys of all three Service Boards.	Plan/Program	December 2009
Develop survey distribution and sampling plan.	Plan/Program	February 2010
Develop and finalize questionnaire(s).	Plan/Program	March 2010
Survey administration/ electronic panel	Outside Distribution	April 2010

polling		
Data control and quality assurance, data geocoding, weighting and analysis	Plan/Program	May 2010
Report findings	Plan/Program	June 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: The results of this effort will provide a baseline for future customer satisfaction surveys, thus making it possible for policymakers to track changes in rider and nonrider perceptions of the regional transit system over time. RTA will support improvement opportunities with additional required studies, communicate the results and improvements made to customers. Maintain the customer panel to continuously monitor the effectiveness of improvements and communication.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 388,000
Local Match (20%): \$ 97,000
Total Project Cost : \$ 485,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 390,000	Consultant or pass-through
\$ 95,000	Other costs (specify purpose: Electronic panel maintenance/ printing surveys, communication pieces, printing reports, respondent and operator incentives.)

Total Person Months (FY 10): 9

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Regional Transit Technology Plan

Sponsoring Agency: RTA

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The RTA is proposing to develop a Regional Transit Technology Plan with the objective of enhancing regional coordination with respect to the development and implementation of transit technologies. The Technology Plan, which would be incorporated within the RTA's Regional Transportation Strategic Plan, will establish a vision, identify agency roles and responsibilities, and define measures of success where applicable. It will be developed in cooperation with the Chicago Transit Authority (CTA), Metra and Pace.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The Regional Transit Technology Plan will provide direction for the RTA and the service boards in making decisions related to the implementation of technology across the region's transit system.

Major tasks:

1. Needs Assessment - Evaluate the current framework in the region for developing and implementing transit technologies, including programming of projects, agency roles & responsibilities, interagency coordination, and success metrics.

2. Alternatives Analysis - using the Needs Assessment, produce a set of alternative visions for developing and implementing transit technologies in the region, including an

analysis of possible RTA roles in regional transit technology development. Refine alternative visions into one preferred regional vision.

3. Technology Plan - distill the preferred regional vision into actionable goals and objectives, including identification of resources that the RTA and service boards would need to be successful at maintaining their recommended roles. Develop a set of metrics by which progress towards the preferred vision can be measured.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): RTA Regional Transit ITS Plan Project (2001), RTA Regional Transportation Strategic Plan (a.k.a Moving Beyond Congestion) (2007).

Products and completion schedule:

Product	Product Type	Completion Date:
Regional Transit Technology Plan	Plan/Program	March 2010

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project:Based on the recommendations of this plan, the RTA will actively assume the prescribed role with regard to transit technology development and deployment within the region. The RTA will then proceed with a program of projects that achieve the vision, goals and objectives set established by this plan.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 120,000

Local Match (20%): \$ 30,000

Total Project Cost : \$ 150,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 150,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 6

Optional: Information on additional funds or grants that will be used on this project: Internal RTA labor and expenses incurred in the development of this plan would not be charged to this project.

DUPAGE COUNTY

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: DuPage County Pavement Management Program

Sponsoring Agency: DuPage County

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: To Develop and implement a new pavement management system that will utilize engineering and financial analysis tools to provide DuPage County with a better method for programming scarce resources while maintaining a high pavement condition and performance. System evaluation is included in the project using mechanistic pavement condition ratings in order to provide a baseline.

Regional Focus Area: Financing the Transportation System

Please explain how this project relates to a regional focus area: The product of this work will be used by management staff to analyze paving and resurfacing strategies that make optimum use of funds to maintain highway system quality. The project utilizes fund sources, multi-year programs, fiscal constraints or fiscal strategies, and alternative paving technologies to recommend cost deferral and cost saving programs.

Major tasks:

- I. Record Review and Data Transfer
- II. Network Definition and Data Conversion
- III. Software Model Customization
- IV. Development of Pavement Performance Models
- V. Development of Funding Source and Investment Parameter Models
- VI. Develop Policy on Project Selection and Performance Goals
- VII. Analysis of Short, Medium and Long-term Maintenance and Repair Strategies
- VIII. System Delivery and Training
- VIII. Perform Mechanistic Pavement Testing on entire DuPage County Highway System

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): DuPage County has detailed pavement type and historical condition ratings and has developed pavement centerline and route system. Staff is currently in the process of dynamic segmentation of highway route system. All of this information will be incorporated into the pavement management module, thereby reducing project costs.

Products and completion schedule:

Product	Product Type	Completion Date:
Data Conversion	In-house	November 2009
Data/Network Integration	In-house	November 2009
Data Mapping	In-house	November 2009
Pavement Performance Model Report	In-house	January 2010
Fund Source and Investment Param Report	In-house	March 2010
Maintenance and Repair Strategy Report	In-house	March 2010
Software Delivery and Installation	In-house	September 2009
Software Training	In-house	April 2010
Field Testing Data and Analysis	In-house	November 2009

Optional: Additional information on products can be placed here: All products will be made available to sister agencies and CMAP.

Future activities or subsequent studies resulting from this project: Annual, three and five year maintenance and repair plans and programs.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 120,000

Local Match (20%): \$ 30,000

Total Project Cost : \$ 150,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 150,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10):

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Lake County 2040 Transportation Plan

Sponsoring Agency: Lake County

Project Type New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: To develop a 2040 long range-plan that identifies the deficiencies and recommends the improvements necessary to addresses the future transportation needs of Lake County.

Regional Focus Area: Financing the Transportation System

Please explain how this project relates to a regional focus area: The County will develop an integrated long-range transportation plan identifying anticipated improvements by travel mode, prioritizing projects by travel mode, estimating improvement costs and identifying the sources of revenue to implement the plan.

Major tasks:

1. Evaluate existing conditions and perform deficiency analysis.
2. Develop travel demand forecasts.
3. Develop alternative improvement scenarios.
4. Evaluate alternative improvement scenarios.
5. Develop preferred transportation alternative.
6. Conduct financial analysis by comparing revenues to plan costs.
7. Compile strategies and prioritized lists of capital improvements into a draft recommended plan.
8. Ensure ongoing regional coordination with CMAP and RTA service boards.
9. Ensure local coordination with local leaders, stakeholders and the public during the planning process.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): The GOTO 2040 plan development process, the Regional Indicators Project, CMAP 2040 socio-economic forecasts, the Lake County Regional Framework Plan (Revised 2/13/07), the Illinois Route 120 Corridor Planning Study, the Lake County Paratransit Survey (UIC), the Lake County Coordinated Paratransit Initiative (Pace), the Lake County Year 2020 Transportation Priority Program.

Products and completion schedule:

Product	Product Type	Completion Date:
Existing conditions and deficiency analysis	Outside Distribution	January 2010
2040 travel demand forecasts	Outside Distribution	June 2010
Develop alternative improvement scenarios	Outside Distribution	December 2010
Evaluate improvement scenarios	Outside Distribution	March 2011
Develop preferred transportation alternative	Outside Distribution	August 2011
Compile strategies and prioritized lists of capital improvements into a draft recommended plan	Plan/Program	October 2011

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: Implementation of transportation capital improvements and policies identified in the long range plan.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 300,000

Local Match (20%): \$ 75,000

Total Project Cost : \$ 375,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 365,000	Consultant or pass-through
\$ 10,000	Other costs (specify purpose: Printing of executive summary and final plan)

Total Person Months (FY 10): 36