Regional Transportation Authority

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To: CMAP Transportation Committee

From: Jay Ciavarella
Division Manager, Special Programs

Date: August 25, 2009

Re: **PRELIMINARY RTA FUNDING PROGRAMS OF PROJECTS**

At the upcoming September 18 CMAP Transportation Committee, RTA staff will be seeking input on the attached preliminary programs of projects for three of our grant funding programs. Attachments 1-3 describe each funding program, the selection criteria and process used, the makeup of the selection committee, and the preliminary program of projects.

ATTACHMENT 1 – Community Planning Preliminary Program of Projects
ATTACHMENT 2 – Subregional Planning Preliminary Program of Projects
ATTACHMENT 3 – JARC/New Freedom Preliminary Program of Projects

A public comment period is currently underway through September 30. The RTA Board of Directors will consider adoption of the three programs of projects on October 15. The RTA Board will then consider adoption of the 2010 transit budget on December 17. Public comments may be mailed, faxed, e-mailed or delivered until 4:00 p.m. on Friday, September 30, 2009. Please send your comments to the following:

Mail or drop off comments:
ATTN: Funding Programs Public Comment
The Regional Transportation Authority
175 W Jackson Blvd – Ste. 1550
Chicago, IL 60604

E-mail: FundingProgramsComments@RTAChicago.org

Phone: 312-913-3143

On the web: www.rtachicago.com/fundingprogramscomments

ATTACHMENT 1: Community Planning Preliminary Program of Projects

COMMUNITY PLANNING PROGRAM

- Available to municipalities for local station area/transit-oriented development (TOD) plans, local transit improvement plans, TOD guidelines, local coordinated paratransit plans and detailed implementation studies.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives.
- The program application asked applicants to specifically describe how their project will support the Strategic Plan's goals and objectives, as well as address the program principles listed below:
    - Plan for increased transit usage
    - Plan for access and circulation improvements in and around transit facilities
    - Plan for multi-modal improvements
    - Develop transit-oriented development plans or principles
    - Plan for improved job access
    - Plan for improved mobility for seniors and people with disabilities
- Selection committee consists of RTA staff with expertise in community planning. Input on the applications was solicited from the Service Boards and CMAP.

Preliminary Program of Projects

			Estimated Project Budget		
Applicant	**Project Title**	**Description**	**RTA**	**Local**	**Total**
City of Chicago	63rd Street Corridor Transit-Oriented Development Study	This project will create a transit-oriented development (TOD) plan for the 63rd Street Corridor in Chicago's Washington Park Neighborhood between Lawrence Avenue on the East and Stewart Avenue on the West. Planning for TOD along the corridor can help maximize the existing transit investments within the neighborhood, including CTA bus routes and rail services. The plan will serve as a guide to enhance development, increase transit ridership, and expand housing and economic development opportunities in the neighborhood.	$120,000	$30,000	$150,000
Village of Clarendon Hills	Train Station Redevelopment Phase I Implementation	This project will create an implementation plan for advancing the redevelopment of Clarendon Hills' Metra Station area. The Village completed a transit-oriented development plan for their Metra Station area in 2006. This project will advance the plan by developing a detailed implementation plan for the train station and	$80,000	$20,000	$100,000

ATTACHMENT 1: Community Planning Preliminary Program of Projects

		the adjacent properties, focusing on land acquisition and development costs of three specific sites and an analysis of parking and transportation issues around the station.			
City of Geneva	Downtown/Station Area Master Plan	This project will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra station within the City. The plan will focus on the expansion of retail development, increasing housing diversity, mixed-use development, assessing the need for parking expansion, and improving access to and around the station. This project will also aid in determining how to reassign commuter parking areas that will be lost due to a track expansion by Metra.	$100,000	$25,000	$125,000
Village of Lombard	Downtown Plan	This project will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra station within the Village. The plan will focus on improving pedestrian and bicycle safety and access, improving access to transit facilities and expanding residential, commercial and mixed-use development near the station. The study will also include access considerations associated with the proposed circulator route in the Village partially funded by the RTA's Innovation, Coordination and Enhancement (ICE) program last year.	$100,000	$25,000	$125,000
Village of Skokie	Skokie-Dempster Station Area Plan	This project will create a transit-oriented development plan for an approximate ½ mile radius of the future relocated and elevated Skokie-Dempster Station on the CTA Yellow Line. The CTA is currently conducting an Alternatives Analysis to extend the Yellow Line from the current terminus at Skokie-Dempster to Old Orchard Road. If the line is extended, the existing Skokie-Dempster Station will be elevated near its current location. The new elevation presents an opportunity to improve circulation around the station where the at-grade tracks and station currently act as a physical barrier that limits development.	$100,000	$25,000	$125,000
Village of South Elgin	Transit Improvement Plan	This project will create a transit improvement study for the Village of South Elgin. The goal is to identify transit needs and opportunities within the Village in response to recent population growth and development. The project will identify potential improvements to the existing Pace Route #801 as well as provide recommendations for potential community-based transit service.	$60,000	$15,000	$75,000
		TOTALS	**$560,000**	**$140,000**	**$700,000**

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

SUBREGIONAL PLANNING PROGRAM

- Available to Counties, Townships, Councils of Mayors, the City of Chicago, and the RTA Service Boards. Individual municipalities may apply as a lead agency for multiple communities but resolutions of support from other communities must accompany the application.
- Eligible projects include subregional and market focused plans. This includes Service Board service restructuring studies or efforts focused on developing specific market opportunities. Also included are countywide or subregional transit improvement studies, transit-oriented development studies, and paratransit studies.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives.
- The program application asks applicants to specifically describe how their project supports the Strategic Plan's goals and objectives and the program principles listed below:
  - Address service to new markets
  - Improve mobility options
  - Plan for increased transit usage
  - Plan for access and circulation improvements in and around transit facilities
  - Plan for multi-modal improvements
  - Develop transit-oriented development plans or principles at a Subregional level
  - Plan for improved job access
  - Plan for improved mobility for seniors and people with disabilities
- Selection committee consists of RTA staff with expertise in subregional planning. Input on the applications was solicited from the Service Boards and CMAP.

Preliminary Program of Projects

			Estimated Project Budget		
Applicant	**Project Title**	**Description**	**RTA**	**Local**	**Total**
City of Chicago	South Lakefront Corridor Transit Study	This project will study a range of transit service options in the South Lakefront Corridor, an area that extends from the Stevenson Expressway on the north to 95th Street on the south and from the Dan Ryan Expressway and Cottage Grove on the west to Lake Michigan on the east. The City will undertake this work as a first step in identifying alternatives that would improve public transportation services for better access to jobs and other activities, and would lead to enhanced economic vitality and quality of life for the communities served. The overall goal of the study is to recommend one or two	$360,000	$90,000	$450,000

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

		candidate projects with the high net benefits for a more rigorous evaluation that would take place within the federal New Starts process.			
Village of Hanover Park	County Farm Road/Gary Avenue Circulator Planning Study	This transportation feasibility study will investigate the need for a bus route along County Farm Road, between Lake Street on the north and the DuPage County Government Center on the south, with a connection to the Stratford Mall, all in DuPage County. The proposed route is an element of DuPage County's long range transit plan and would provide access to the Hanover Park Metra Station, the DuPage County Government Center, and multiple businesses and places of employment along the corridor. The Village of Hanover Park will be the lead agency and coordinate with the Villages of Roselle, Carol Stream, Bloomingdale, Winfield, and Wheaton.	$120,000	$30,000	$150,000
Pace	Milwaukee Avenue Rapid Transit Planning Study	This planning study will focus on the characteristics of a potential Arterial Rapid Transit (ART) corridor along Milwaukee Avenue from the Jefferson Park Transit Center in the City of Chicago to Golf Mill Mall in the Village of Niles.	$100,000	$25,000	$125,000
Pace	Dempster Street Rapid Transit Planning Study	This planning study will focus on the characteristics of a potential Arterial Rapid Transit (ART) corridor along Dempster Street from the Davis Street station in the City of Evanston East-West to the Kiss-n-fly at O'Hare Airport and from Lee Street and Mannheim Road in a north-south direction, traversing six communities: Evanston, Skokie, Morton Grove, Niles, Park Ridge and Des Plaines.	$100,000	$25,000	$125,000
		TOTALS	**$680,000**	**$170,000**	**$850,000**

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

JOB ACCESS REVERSE COMMUTE / NEW FREEDOM (JARC/NF) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects derived from the RTA Coordinated Public Transit Human Services Transportation Plan (HSTP) that enhance mobility for seniors, disabled, and low-income populations, address reverse commute markets, and/or provide access to jobs.
- Funding for the program is provided through Federal funds matched by the project sponsor 50/50% for operating projects and 80/20% for capital projects.
- No project may receive more than three awards in total from the current JARC and New Freedom federal appropriations from FFY 2006-2009.
- The program selection criteria are *quantitative* in nature and were adopted by the RTA Board in October 2007 as part of the HSTP. A list of the project selection criteria is included in this attachment.
- The Selection Review Committee (SRC) consists of 2 RTA, 2 CMAP, and 1 IDOT staff with expertise in services designed to provide access to jobs and meet the mobility needs of seniors, people with disabilities and people with low incomes.

Preliminary Program of Projects

Applicant	Project Title	Description	Estimated Project Budget		
			Federal	Local	Total
Unity Community Development Corporation	Unity Ride to Work Project	(JARC) This project will provide reverse commute van transportation primarily to low-income individuals residing in the eastern and southern portions of the City Joliet and Joliet Township. The individuals will be provided transportation to regional employers for employment related activities when transit is not a viable option. Utilizing up to five vans provided through the Pace Not-for-Profit Shuttle Vehicle Program, service will be available to cover three shifts daily at area employers. Transportation will also be made available for job training and interviews at prospective employers.	$99,106	$71,646	$170,752
Safer Foundation	Ride to Work Program	(JARC) This project will provide reverse commute employment transportation for low-income persons who have criminal records and are residing in Cook County. The daily service, to be operated by a private contractor, will cover three employment shifts. Individuals will be transported to and from five designated pick-up points in the City of Chicago to employers located in the suburbs. The designated pick-up points may all be accessed through CTA.	$400,000	$400,000	$800,000
DuPage County	Transportation to Work Program	(JARC) The DuPage County Transportation to Work Program operates as one service element under the Ride DuPage program providing 24/7 transportation for persons with developmental disabilities who are unable to drive a car. The program affords participants increased employment opportunities by providing them access to jobs outside of their own town and beyond traditional work hours. Approximately 32,000 trips were provided through this program in 2008.	$567,621	$567,621	1,135,242

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Chicagoland Chamber of Commerce	Bus Service to O'Hare Cargo Facilities	(JARC) Transportation service will be made available to low-income employees of air cargo employers located in the east and south cargo areas of O'Hare airport. A private transportation provider, under contract to the Chicagoland Chamber of Commerce, will provide service from the CTA Blue Line to and from designated stops within the cargo areas. Approximately 15,000 employees work in O'Hare's air cargo areas.	$164,595	$141,555	$306,150
City of Naperville	Community Based Transportation to Work	(JARC) This project is an element of the Ride DuPage Program that enables seniors and persons with disabilities greater opportunity to travel to and from work. The program affords participants increased employment opportunities by providing them access to jobs outside of their own town and beyond traditional work hours. Approximately 16,500 trips were provided through this program in 2008. The seven partnering organizations include City of Naperville, Naperville Township, Lisle Township, Naperville Park District, Village of Glen Ellyn, city of Wheaton, and Milton Township.	$371,059	$371,059	$742,118
Association for Individual Development (AID)	Ride-in-Kane Phase 3 & 4	(JARC & NF) The Ride in Kane program is in its second year of operation. This program coordinates paratransit services in Kane County into a centralized system that optimizes transportation resources for older adults, persons with disabilities and low-income individuals. Currently there are 18 private, non-profit organizations and local units of government participating in the program.	$1,690,726	$1,632,327	$3,323,053
Pace	Phase II Regional Call Center Project	(JARC & NF) This is the 2nd phase of the call center project that originally received funding from the FFY 2007 New Freedom Program. Eligible low-income individuals, senior citizens, and persons with disabilities will be able to access multiple transportation programs through the call center. The call center will take reservations for demand response service and assign trips to the appropriate provider.	$1,899,781	$474,945	$2,374,726
Washington Township (Will County)	Operation to Enhance Disabled, Senior and Regular Transportation in Rural Communities	(NF) This project will provide funding for the continuation of the township sponsored demand responsive service for disabled residents and senior citizens. In the FFY 2008 program funding was awarded that allows for service to expand to five days a week from two days a week. The expansion to five-day service is expected to be initiated in August 2009. The current two day a week service provides approximately 1,450 trips/year.	$24,000	$22,500	$46,500
Pace	Concrete Waiting Areas at Bus Stops	(NF) Pace will construct up to 150 concrete pads and ancillary connections to accessible paths at Pace bus stops throughout their service area. The pads would be located against a raised curb to facilitate "level boarding" from the pad to the bus's bottom stop or provide a landing area for a wheelchair lift.	$600,000	Matched w/Toll Credits	$600,000
		TOTALS	**$5,816,888**	**$3,681,653**	**$9,498,541**

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

Project Selection Criteria

TABLE 1: Project Eligibility Screening Criteria	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
1. Proposed project addresses unmet needs of welfare recipients, eligible low-income persons and other individuals in urbanized areas seeking employment or employment-related activities in suburban areas (JARC) OR addresses unmet transportation needs of persons with disabilities seeking integration into the workforce and full participation in society (New Freedom).	2, 3, 4 and 8	All	Eligible / Not Eligible
2. Project application identifies and addresses an unmet need identified in Human Services Transportation Plan (HSTP). This should include (1) a description of the project (2) identification of the unmet needs (which is/are addressed by the project), (3) how the project will address the unmet need(s), e.g., in terms of serving new riders, a new area, a new day and/or times, a higher frequency, less advance notice, more driver assistance, etc.; and (4) an estimated quantification of benefits. Any additional obligations, e.g., the provision of ADA complementary paratransit as a result of implementing a new fixed bus route in a previously unserved area, should be noted.	2 ,11 and 12	All	Eligible / Not Eligible
3. Local match will be supplied.	30 and 31	All	Eligible / Not Eligible
4. Project is consistent with FTA guidelines on eligible JARC and New Freedom projects and activities.	All	All	Eligible / Not Eligible
TABLE 2: HSTP Consistency Criteria	**Relevant Application Questions**	**Relevance to Type of Project**	**Point Value of Criteria**
5. Project employs one or more strategies that provide: • Regional service/linkage/coordination = 20 points • Multi-county service/linkage/coordination = 10 points • Multi-municipality (but intra-county) service = 5 points • No service/linkage/coordination beyond municipality or program = 0 points	2, 3, 11, and 12	All	0, 5, 10 or 20
6. Degree to which project employs one or more strategies included in the HSTP or otherwise demonstrates innovation.	2, 11,and 12	All	0, 5,10, 15 or 20
7. Degree to which project utilizes strategies proven successful elsewhere.	2,11,12, and 24	All	0, 5, 10, 15, or 20
8. Degree to which project utilizes or coordinates with existing public transportation providers.	9, 21, 22 and 24	All	0, 5, 10, 15, or 20
9. Degree to which project utilizes or coordinates with existing public and private human service agency transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators.	10, 21, 22 and 24	All	0, 5, 10, 15, or 20

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TABLE 3: Project Readiness / Ability to Implement Criteria	Relevant Application Questions	Relevance to Type of Project	Point Value of Criteria
10. Project starts providing services within a short time-frame. • Within 6 months =20 Points • 6-12 months=10 Points • longer than a year=0 Points	13	All	0, 10 or 20
11. Agency and/or agency contractor(s) qualifications and experience (including key personnel) demonstrate that they have managed similar projects. • Have experience with similar projects = 5 Points • Have managed projects funded through federal grants = 5 Points	15, 16 and 17	All	0, 5 or 10
TABLE 4: Sustainability Criteria	**Relevant Application Questions**	**Relevance to Type of Project**	**Point Value of Criteria**
12. Project is sustainable past identified project period. • Applicant-identified sources have committed to continue their levels of funding and have stated that their levels of support may increase if project is successful = 20 Points • Applicant has in place plans to monitor and evaluate project = 10 Points	14, 30 and 31	All	0, 10, 20 or 30
13. Significant support is demonstrated for the project. • Project applications include letters of support from key stakeholders-10 Points • Key stakeholders letters delineate specific nature of participation in project-10 Points	Letters Submitted	All	0, 10, or 20
TABLE 5: Need Criteria	**Relevant Application Questions**	**Relevance to Type of Project**	**Point Value of Criteria**
14. Project is an existing successful pilot project or otherwise provides continued operating funding for a project which is already in operation. • Existing project achieved projected ridership = 20 points • Ridership has increased but not achieved projected ridership (compared to pre-project ridership) or has met other significant objectives = 10 points	2, 6, 18, and 23	Continua-tion of Project	0, 10 or 20
15. Severity of need addressed by new or expanded project. • No such service/linkage/coordination currently exists in area = 30 points or 20 points when two of the following attributes are present or 10 points when one of the following attributes is present. • Service/linkage/coordination exists but not in time period • Service/linkage/coordination exists for area/time period but not for specific trip purposes and/or specific programs • Service/linkage/coordination exists for area/time period and for most trip purposes/programs, but does not accommodate riders requiring high-level of service and/or same-day service	2, 6, 11, 12, 19, 20, 22 and 24-28	New or Expansion of Existing Project	0, 10, 20, or 30

16. For JARC projects the degree to which economic opportunities may be created for persons with low-incomes. For NF projects the degree to which economic opportunities may be created for persons with disabilities.	2, 8 and 21	All	0, 10, or 20
17. Estimated number of lower income individuals able to access jobs as a result of the project (JARC) OR persons with disabilities served as a result of the project (New Freedom). Rail, transit (fixed-route and flex) projects and paratransit projects will be ranked separately. Highest number gets 20 points, next highest 18 points, lowest gets 2 points. If more than 10 applications, those ranked lower all get 0 points.	2, 8, 14, and 21	All	Max 20 (relative ranking by service type)
18. Project also addresses unmet needs of older adults. • The project includes particular outreach among older adults who are low income (JARC) or disabled (New Freedom) = 20 points • Ridership includes older adults = 10 points	2 and 7	All	0,10, or 20
TABLE 6: Efficiency Criterion	**Relevant Application Questions**	**Relevance to Type of Project**	**Point Value of Criteria**
19. Operations cost ranking on service consumed – measured in cost per trip. **For operational projects only**; rail, bus (fixed-route, flex, shuttle) projects and paratransit projects will be ranked separately. Lowest unit cost gets 20 points, next lowest 18 points, etc. If more than 10 applications, those ranked lower all get 0 points.	23	Operating	Max 20 (relative ranking by service type)