

FY 2012 UWP Proposal Submittals

Competitive Program Proposals

Table of Contents

Competitive Proposals

CTA

Red Line Extension – Environmental Impact Statement 3

Red and Purple Modernization – Environmental Impact Statement 6

City of Chicago

Chicago Union Station Master Plan – Phase III 9

Far South Railroad Relocation Feasibility Study 12

Pedestrian and Bicycle Count Methodology and Model 16

Chicago Signal Operations and Management Adaptive Signal Control Pooled
Fund Study 19

Chicago Truck Route Network Planning 21

Chicago TSM & Signal Interconnect Priority Models 24

Counties

Eastern Will County Coordinated Comprehensive Plan 28

IL Rt. 53 Corridor Plan 32

RTA

Operating Cost Impacts of Capital Projects 36

Regional Interagency Fare Model 39

RTA Transit Capital Decision Prioritization Tool – Enhance and Expand Phase 42

RTA Transit-Oriented Development Implementation Technical
Assistance Program 46

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Red Line Extension - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$460,000
Local Match Amount	\$115,000
Total Project Cost(Local Match Amount must be at least 20% of Total Project Cost)	\$575,000

Description and Justification

Brief Description: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).

Major Tasks (up to 20)

1. The EIS will include an evaluation of a (1) No Build Alternative, a (2) Transportation System Management Alternative, and (3) the Locally Preferred Alternative.
2. Formulate a description of the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts. Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to: • Transportation, • Land use, • Development potential, • Land acquisition and displacements, • Neighborhood compatibility and environmental justice, • Historic resources, • Visual and aesthetic qualities, • Parklands and recreational facilities, • Air quality, • Noise and vibration, • Energy use, • Safety and security, • Natural resources including water resources, geology/ soils, and hazardous materials, and • Ecosystems, including threatened and endangered species.
3. Identify and evaluate measures to avoid, minimize and mitigate potential adverse impacts.
4. Involve public during environmental documentation phase of the project through public hearings, communication materials, and media outreach. Coordinate with stakeholders, elected officials, and agencies.
5. Document the results of environmental analysis.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

GO TO 2040 plan identified Red Line Extension project as a fiscally constrained capital project for the region. The Red Line Extension project is pursuing New Starts funding. The proposed tasks will contribute towards the EIS and would advance this high priority project in the New Starts process.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project will address all of these goals because the DEIS will evaluate the alternatives for environmental, social, and economic impacts of the construction and operation of the proposed extension. The project area encompasses significant residential (primarily single family), industrial (existing and vacant), transportation, and commercial developments, which will be evaluated for impacts. Currently, the CTA Red Line provides 219,000 transit trips per day (Howard - 95th Street) connecting residents to employment and education centers in the region.

Is this project a continuation of previous work? If so, please explain.

Yes, this project is a continuation of previous work. CTA has completed the AA process with the identification of LPA and is currently working on EIS, which is the next step in the New Starts process and required by the National Environmental Policy Act (NEPA). The proposed tasks will contribute towards completing the EIS.

Is this project regional in scope? Please explain.

GO TO 2040 plan identified Red Line Extension project as a fiscally constrained capital project for the region. This project is one part of CTA's effort to extend and enhance the entire Red Line.

Who will benefit from the interim or final products of this project?

The interim products will help advance the Red Line Extension project through the New Starts process. The Red Line Extension project would provide improved transit accessibility and better transportation options for the project area residents who commute to downtown and other locations for work. The proposed project would also make the area competitive for existing and potential businesses and industries that might locate there, thereby bringing economic development.

What is the source of funds for the local match portion of this project?

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	06/01/2012
Public Participation Materials	Outside distribution	06/01/2012

Expense Breakdown	
Staff (including overhead) cost	\$115,000
Total Person Months	12
Consultant Cost	\$450,000
Other Costs	\$10000
Total Project Cost	\$575,000
Please specify the purpose of consultant costs Consultants will conduct the environmental analysis.	
Please specify the purpose of other costs CTA staff will manage the study and coordinate on various aspects of the project.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Red and Purple Modernization - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$460,000
Local Match Amount	\$115,000
Total Project Cost(Local Match Amount must be at least 20% of Total Project Cost)	\$575,000

Description and Justification

Brief Description: The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. Environmental scoping meetings were conducted in January. The current step in the process is preparation of an Environmental Impact Statement (EIS).

Major Tasks (up to 20)

1. Overview: The EIS will be a plan level analysis conducted as a Tier 1 EIS. It will consider cumulative effects within the entire project corridor, prioritize project components, and plan for efficient construction phasing. The Tier 1 EIS will include an evaluation of a No Action Alternative and multiple Build Alternatives. The tasks identified are for the entire Tier 1 EIS, this request would contribute to the complete Tier 1 EIS.
2. Formulate a description of the alternatives
3. Formulate a description of the existing environmental setting
4. Formulate a description of the potential cumulative impacts from construction and operation of each alternative. Issues potentially considered in the EIS include, but are not limited to: • Land acquisition, displacements and relocations • Cultural and historic resources • Neighborhood compatibility and environmental justice • Land use • Parklands/ recreational facilities • Visual and aesthetic impacts • Noise and vibration • Zoning and economic development and secondary development • Transportation • Safety and security • Energy use • Wildlife and ecosystems • Natural resources (including air quality and water resources)
5. Identify and evaluate measures to avoid, minimize and mitigate potential adverse impacts.
6. Involve public during environmental documentation phase of the project through public meetings, communication materials, and media outreach. Coordinate with stakeholders, elected officials, and agencies.
7. Evaluate alternatives to inform the identification of a preferred alternative
8. Document the results of environmental analysis.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

GO TO 2040 plan identified the Red and Purple Modernization project as a fiscally constrained capital project for the region. The proposed tasks will contribute towards the EIS and would advance this high priority project. This project also is related to the focus area of Modernization of the Public Transit System, as this project will modernize and make ADA-accessible 9.5 miles of rapid transit that is significantly past its useful life that is utilized by residents of various communities.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project will address all of these goals because the Tier 1 DEIS will evaluate the alternatives for environmental, social, and economic impacts of the construction and operation of the proposed improvement project. The project area encompasses significant residential and commercial developments, which will be evaluated for impacts. Currently, the CTA Red Line provides 219,000 transit trips per day (Howard - 95th Street) connecting residents to employment and education centers in the region.

Is this project a continuation of previous work? If so, please explain.

Yes, this project is a continuation of previous work. CTA conducted public outreach in 2009 in the form of the North Red and Purple Lines Vision Study. The comments from this outreach help shape the alternatives that were presented as part of Environmental Scoping in January 2011. The next step in preparing this project for federal funding is development of an EIS. This is required by the National Environmental Policy Act (NEPA). The proposed tasks will contribute towards the completion of the EIS.

Is this project regional in scope? Please explain.

GO TO 2040 plan identified the Red and Purple Modernization project as a fiscally constrained capital project for the region. This project is one part of CTA's effort to extend and enhance the entire Red Line.

Who will benefit from the interim or final products of this project?

The interim products will help advance the Red and Purple Modernization project through the NEPA process in order to prepare it for federal funding. This project would bring the existing infrastructure into a state of good repair while also reducing travel times, improving access to job markets and other destinations for the 128,000 weekday rail trips that currently rely on this corridor. This project would also provide improved access to persons with disabilities.

What is the source of funds for the local match portion of this project?

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	06/01/2012
Public Participation Materials	Outside distribution	06/01/2012

Expense Breakdown	
Staff (including overhead) cost	\$115,000
Total Person Months	12
Consultant Cost	\$450,000
Other Costs	\$10,000
Total Project Cost	\$575,000
Please specify the purpose of consultant costs Consultants will conduct the environmental analysis.	
Please specify the purpose of other costs CTA staff will manage the study and coordinate on various aspects of the project.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago Union Station Master Plan (formerly West Loop Terminal Plan) - Phase III
Sponsoring Agency	Chicago
FHWA/FTA Amount Requested	\$500,000
Local Match Amount	\$125,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$625,000

Description and Justification

Brief Description: Building off of Phase I and Phase II work, the project will continue planning for a West Loop Trans Ctr and/ or alternatives to address future passenger and train capacity needs at Chicago Union Station (CUS). The plans will anticipate leveraging federal interest in improved intercity rail transportation. In Phase I CUS alternatives are being developed; Phase II will develop ped simulation models (for inside & outside CUS) and analyze real estate issues; Phase III will develop a train ops simulation model to assess capacity of alternative station plans.

Major Tasks (up to 20)

1. Refine alternatives for CUS capacity expansion developed in Phases I and II - particularly with respect to track and platform configurations
2. Define current and prospective future train operation scenarios (schedules, platform times, etc.) reflecting short, medium, and long term rail service improvement needs and opportunities
3. Develop a railroad operations/ track capacity simulation model for the existing CUS terminal area and to reflect prospective future changes in operations/ service improvements. Modify this model to reflect up to seven alternative track/ platform configuration options that may more effectively and efficiently serve the prospective future service needs.
4. Prepare an analysis of the implications of the prospective future train operation scenarios with the existing track and platform configuration of Union Station
5. Evaluate each capacity expansion alternative based on train operations/ platform/ track capacity considerations
6. Prepare a report summarizing results of analysis and evaluation

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The study will provide information and analysis needed to evaluate alternatives to meet the long-term transportation needs for commuter rail and intercity rail access to Chicago and connecting local transit services.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The ongoing study of Union Station alternatives is an outcome of the City's Central Area Action Plan (CAAP) - a comprehensive plan identifying land use changes, transportation projects, and open space initiatives to meet expected growth over the next 20 years. The Plan includes specific proposals for the West Loop Area to maximize the economic benefit of terminal improvements, including permitting higher density office and commercial uses, while emphasizing public transportation to meet the Chicago region's environmental goals.

Is this project a continuation of previous work? If so, please explain.

The study continues work on Union Station master planning (including but not limited to the West Loop Transportation Center) carried out in earlier studies, and is a direct continuation of Phase I (funded under FY10 UWP) and Phase II (funded under FY11 UWP).

Is this project regional in scope? Please explain.

The study proposes alternatives for Union Station capacity expansion that would directly affect transportation service and convenience for city and suburban residents, as well as residents of large and medium size metropolitan areas throughout the Midwest that are or will be connected to Chicago by intercity passenger rail service.

Who will benefit from the interim or final products of this project?

The study will continue to be coordinated with Amtrak, Metra, IDOT, CTA, RTA, CMAP and City departments and will allow for informed decisions about the future development of Union Station and land uses in the vicinity of the terminal.

What is the source of funds for the local match portion of this project?

City and/ or State

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Summary of Alternatives	In-house	Mar 2012
Technical Paper - Future Operations and Required Track & Platform Capacity	In-house	Jun 2012
Technical Paper - Alternatives Assessment, First Screening of All Alternatives	In-house	Oct 2012
Technical Paper - Alternatives Assessment, Detailed Screening of Most Promising Alternatives	In-house	Feb 2013
Draft Final and Final Reports	Plan/ Program	Apr 2013
Note: a Technical Advisory Committee consisting of representatives of the City, State, Amtrak, Metra, RTA, CTA and CMAP will review and comment on the above reports.		

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$575,000
Other Costs	\$
Total Project Cost	\$625,000
Please specify the purpose of consultant costs	
The consultant will be responsible for developing the railroad operations simulation model and conducting the analyses described in the tasks set out above and prepare the corresponding reports.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Far South Railroad Relocation Feasibility Study
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$500,000
Local Match Amount	\$125,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$625,000

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Description and Justification

Brief Description: The UP (Villa Grove Sub) freight railroad operates at-grade from 89th to 116th Street, through several densely populated residential neighborhoods. It has 10 street grade x-ings & many unauthorized ped x-ings. Rail traffic is 24 tpd & growing. Project would assess rail line relocation, between 89th & 119th Streets, to the under-utilized but grade-separated CN (along Cottage Grove) + CRL (between 91st/ Holland & 94th/ Cottage Grv) rail lines. Would require a new railroad flyover bridge to connect CN and CRL tracks, plus related infrastructure improvements.

Major Tasks (up to 20)

1. Assessment of Existing Conditions - Document the current physical and operational conditions and qualitatively assess the performance of the affected railroad and public infrastructure, including: all railroad tracks, switches, and signaling/ communication systems; all authorized and unauthorized grade crossings; all grade separation structures; adjacent streets, sidewalks and other public infrastructure; auto/ transit/ pedestrian/ bicycle traffic conditions; existing and planned railroad operations; existing and planned street operations; existing and planned transit operations; emergency response capabilities; etc.
2. Consultation with Affected Technical Stakeholders - Lead ongoing discussions and information gathering as needed between parties including but not limited to: CDOT, UPRR, CN Railway, Chicago Rail Link, other adjacent railroads (NS, BRC, Metra, NICTD, IHB), CTA, IDOT, CMAP, RTA, etc.
3. Consultation with Affected Community Stakeholders - Lead ongoing discussions and information gathering as needed between parties including but not limited to: Aldermen, other elected officials, community organizations, property and business owners, residents, etc.
4. Development of Railroad Relocation Alternatives - Prepare feasibility-level plan and profile drawings for the relocation of the UPRR Villa Grove Subdivision between 89th and 119th Streets to the current CN/ CRL alignment (up to three variations within the general alignment). Estimate the relative capital cost implications of the variations as well as a "no build" alternative.
5. Assessment of Railroad Relocation Alternatives - Assess qualitative and quantitative impacts of the relocation proposals upon existing and planned: railroad operations; local streets and traffic; CTA bus and rail operations; neighborhood quality of life; neighborhood development opportunities; etc.
6. Preparation of Final Report - Prepare a draft final report and final report (incorporating review comments from Technical Stakeholders) summarizing the findings of the study. This report is intended to provide a basis upon which a decision may be made by the stakeholders regarding whether to formally pursue this railroad relocation project.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The LPA for CTA's Red Line Extn to 130th St calls for sharing UPRR's Villa Grove corridor between 100th & 119th St. However, current UP policies will not allow CTA trains to operate within UP's right-of-way. This will require the CTA line to have significant land acquisition impacts on the adjacent neighborhood. There would also be safety implications of busy freight rail grade crossings adjacent to CTA station entrances (ped, auto, & bus conflicts with freight trains). Relocating the UPRR would solve both problems for this GOTO 2040 priority project.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Freight train relocation by itself will significantly enhance the quality of life as well as traffic safety in the adjacent residential neighborhoods. In addition, by facilitating the implementation of the CTA Red Line Extension project, the freight rail relocation will enhance the transit project's ability to encourage transit supportive economic development and transit-oriented development in the corridor, which is currently an economically underperforming part of the region.

Is this project a continuation of previous work? If so, please explain.

This project relates to and addresses issues identified in both the CTA Red Line extension project as well as the CREATE Program, but is not directly a part of either program (nor has it directly resulted from any other specific study to date).

Is this project regional in scope? Please explain.

In addition to the regional CTA Red Line Extn impacts set out above, the UP Villa Grove Sub is also a major regional freight rail corridor, and is expected to accommodate substantial growth in freight rail traffic as the CREATE Program is implemented. One CREATE project, a grade separation at 95th/ Eggleston (GS21a) is intended to facilitate this freight traffic growth and mitigate impacts on street traffic (incl nearly 900 daily CTA and Pace bus crossings). A rail relocation would also obviate the need for this difficult-to-build grade separation.

Who will benefit from the interim or final products of this project?

The products of this study - particularly if the proposal is in fact determined to be feasible - will directly benefit the ongoing CTA-led EIS for the Red Line Extension project as well as upcoming project development activities for the CREATE Program (specifically related to Project GS21a). This study will also provide direction for future neighborhood planning and development activities.

What is the source of funds for the local match portion of this project?

City funds

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Assessment of Existing Conditions	In-house	Mar 2012
Technical Paper - Development of Railroad Relocation Alternatives	In-house	Jun 2012
Technical Paper - Assessment of Railroad Relocation Alternatives	In-house	Sep 2012
Draft Final Report - Far South Railroad Relocation Feasibility Study	In-house	Nov 2012
Final Report - Far South Railroad Relocation Feasibility Study	Plan/ Program	Dec 2012
Note: A Technical Stakeholder Advisory Committee comprising representatives from CTA and the affected railroads and other agencies will review and comment on the above products.		

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$575,000
Other Costs	\$
Total Project Cost	\$625,000
Please specify the purpose of consultant costs	
The consultant will be responsible for conducting the analyses described in the tasks set out above in order to assess the feasibility of the proposed railroad relocation.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Pedestrian and Bicycle Count Methodology and Model
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$120,000
Local Match Amount	\$30,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$150,000

Description and Justification

Brief Description: The project will develop a model to estimate pedestrian and bicycle volumes throughout the city. The project will include a plan for conducting sample counts and the development of information sharing tools for project managers. The need for better tools to estimate pedestrian and bicycle volumes will be identified in Chicago's upcoming Pedestrian Plan and will inform land use and transportation safety and design decisions.

Major Tasks (up to 20)

1. Review best practices for counts and models that estimate pedestrian and bicycle volumes at specific locations.
2. Develop a typology of locations for estimating volumes.
3. Work with existing land use and transportation data to develop a model for pedestrian and bicycle volumes for identified typologies. Conduct a limited number of counts and adjust the model accordingly.
4. Develop a long-term plan and process outline for conducting multimodal counts to continuously refine the model.
5. Develop a count database.
6. Publish a report detailing how to utilize the model for pedestrian and bicycle volumes and how to utilize existing pedestrian and bicycle counts for project design and implementation.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Improving Decision-Making Models

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project directly informs how CDOT and our partner agencies plan and design for pedestrian and bicycle facilities. This project facilitates the collection and sharing of multimodal counts to improve decision-making processes related to transit, pedestrian and bicycle facilities.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

This project has the potential to inform all land use and transportation planning and design decisions by making available a more comprehensive collection of transportation data.

Is this project a continuation of previous work? If so, please explain.

This project is a continuation of work being done within the UWP-funded Chicago Pedestrian Plan.

Is this project regional in scope? Please explain.

Yes. While the focus will be on Chicago specifically, this model and process could be utilized by other entities throughout the region.

Who will benefit from the interim or final products of this project?

The methodology and data will benefit CDOT, IDOT, planning agencies, and all contractors doing work in the public way.

What is the source of funds for the local match portion of this project?

City Funds

Products and Completion Schedule

Product	Product Type	Completion Date
A report detailing the development and recommended use of a model to estimate pedestrian and bicycle volumes.	Plan/ Program	2013
A regional database of existing pedestrian and bicycle counts.	Plan/ Program	2013
A plan and methodology for counting pedestrians and bicycles.	Plan/ Program	2014

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Expense Breakdown	
Staff (including overhead) cost	\$15,000
Total Person Months	24
Consultant Cost	\$135,000
Other Costs	\$
Total Project Cost	\$150,000
Please specify the purpose of consultant costs	
The consultant will be responsible for developing the report and the model.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago Signal Operations and Management (O&M), Adaptive Signal Control (ASC) Pooled Fund Study
Sponsoring Agency	CDOT
FHWA/FTA Amount Requested	\$25,000
Local Match Amount	\$0 (Will request waiver for Pooled Fund Study participation)
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$25,000

Description and Justification

Brief Description: Purpose of this project is: to support City of Chicago participation in the proposed Pooled Fund Study titled Traffic Signal systems Operations and Management. The Pooled Fund Study is sponsored by Indiana DOT in support of the Federal Highway Administration (FHWA) “Every Day Counts (EDC)” Program initiative which has identified prioritized Adaptive Signal Control (ASC) as a priority for near-term implementation based on observed and anticipated benefits. (See Transportation Pooled Fund Program Solicitation No. 1296, posted 1/ 22/ 2011).

Major Tasks (up to 20)

Tasks for the Signal Operations and Management Pooled Fund Study include the following:

1. Develop traffic signal standard of performance and related measures. Consider centralized traffic signal control and Adaptive Signal Control (ASC).
2. Identify central system architectures for distributed wide area signal systems.
3. Develop performance based management concepts and guidelines for signal operations.
4. Develop criteria to identify potential ASC corridors and assess feasibility of ASC.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Signal Operations and Management Concepts	Tech Memos	TBD based on Pooled Fund Study schedule
ASC feasibility criteria and assessment criteria	Tech Memos	TBD based on Pooled Fund Study schedule
Progress Reports	Memos	TBD based on Pooled Fund Study schedule
Final Report	Report	TBD based on Pooled Fund Study schedule

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	Estimated 4 months over 36 month Pooled Fund Study.
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$25,000
Please specify the purpose of consultant costs	
N/ A. If needed, consultant would be contracted through Pooled Fund Study	
Please specify the purpose of other costs	
N/ A.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago Truck Route Network Planning
Sponsoring Agency	CDOT
FHWA/FTA Amount Requested	\$86,400
Local Match Amount	\$21,600
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$108,000

Description and Justification

Brief Description: Purpose of this project is to identify and rationalize a network of locally designated truck routes in the City of Chicago to support commercial activities and development and to supplement the Class 1 and Class 2 truck routes in the region.

Major Tasks (up to 20)

Planning for the Chicago truck route network involves the following tasks:

1. Review existing ordinances, maps, and materials to identify routes currently designated as Class 1, 2, 3, and/ or locally designated truck routes in Chicago and in the region.
2. Develop criteria for designating or modifying the Chicago truck route network.
3. Assemble the required data to apply the truck route criteria.
4. Prepare a draft list and map of the proposed Chicago truck route network.
5. Work with stakeholders to review and refine the proposed Chicago truck route network.
6. Finalize and document the proposed Chicago truck route network.
7. Identify any needed improvements or enhancements (e.g. signing) for all or parts of the truck routes including estimated costs.
8. Develop authorizing ordinances required to designate the Chicago truck route network.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Improving Decision Making Models and Evaluation Criteria for Project Selection.

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Project will support identifying and prioritizing capital projects and operational and system management strategies to improve truck freight movement and efficiency.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

More efficient freight movements will reduce costs to keep the region more competitive and support economic development.

Is this project a continuation of previous work? If so, please explain.

Project will use information on existing truck route system including City Ordinances and will also identify and apply planning criteria to review and update the Chicago truck route designations.

Is this project regional in scope? Please explain.

Project will be coordinated with IDOT, and surrounding counties and municipalities to insure that the Chicago truck route network is consistent with other truck routes in the region including designated Class 1 and Class 2 truck routes.

Who will benefit from the interim or final products of this project?

Project will benefit within CDOT, OEMC, and CHED in planning and engineering transportation infrastructure investments and economic development functions. Project will also benefit trucking operators, shippers, and industry that rely on efficient freight movement.

What is the source of funds for the local match portion of this project?

City Funds.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Inventory of existing conditions	Report, Maps, Ordinances	1Q 2012
Truck route designation criteria	Tech Memo	2Q 2012
Criteria data	Database, Tech Memo	3-4Q 2012
Stakeholder input	Meetings, Tech Memo	3-4Q 2012
Recommended Chicago Truck Route Network	Report, Maps, Database, Ordinances	4Q2012-1Q2013

Expense Breakdown	
Staff (including overhead) cost	\$10,000
Total Person Months	10-12
Consultant Cost	\$95,000
Other Costs	\$3,000
Total Project Cost	\$108,000
Please specify the purpose of consultant costs Provide technical services to assemble inventory data materials, develop and apply planning criteria, prepare Tech Memos and Draft and Final Reports, conduct and support stakeholder input, prepare truck route maps and database.	
Please specify the purpose of other costs Materials including maps and documents.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago TSM & Signal Interconnect Priority Models
Sponsoring Agency	CDOT
FHWA/FTA Amount Requested	\$148,000
Local Match Amount	\$37,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$185,000

Description and Justification

Brief Description: Purpose of this project is: a) to conduct a critical and comparative review of the existing Chicago Traffic Signal Modernization (TSM) Priority Model to identify enhancements and any changes required based on the new 2010 Manual for Uniform Traffic Control Devices (MUTCD), and b) develop and apply a Signal Interconnect Priority Model to identify corridors for signal technology and operational improvements that may include interconnects, signal coordination, Transit Signal Priority (TSP). The focus of this project is to develop and test the technical tools and procedures, and assemble the required data and databases to support CDOT planning functions for signal improvements and signal interconnect corridor investments. Once developed and tested, the tools and procedures would be available for use by other agencies as appropriate.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Major Tasks (up to 20)

Tasks for the TSM Priority Model include the following:

5. Review the existing TSM Priority Model to identify strengths, weaknesses, data requirements, and recommend enhancements.
6. Assess the impact of the 2010 MUTCD on Chicago signal operations and the TSM Priority Model.
7. Identify modifications to the TSM Priority Model required by the changes to the 2010 MUTCD.
8. Develop and test procedures to implement any required or recommended changes to the TSM Priority Model.
9. Apply the modified TSM Priority Model to develop a 2012 program for signal improvements as a prototype application for future planning.
10. Prepare documentation for the TSM Priority Model.

Tasks for the Signal Interconnect Priority Model include the following:

1. Review and confirm existing inventory database of signal interconnects and signals.
2. Identify and develop criteria for selecting and prioritizing signal interconnect corridors, including geometric improvements and equipment required to support interconnected signals and signal operations.
3. Assemble criteria data and database.
4. Apply, test, and refine Signal Interconnect Priority Model.
5. Prepare draft list of signal interconnect corridors and associated improvement needs.
6. Work with stakeholders to review and refine the proposed signal interconnects corridors.
7. Apply the Signal Interconnect Priority Model to develop 2012 and future program for signal interconnect systems and associated improvements as a prototype application for future planning.
8. Prepare documentation for the Signal Interconnect Priority Model.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Improving Decision Making Models and Evaluation Criteria for Project Selection.

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Project will support identifying and prioritizing capital projects and operational and system management strategies to improve operation and management of priority intersections and major arterial corridors.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project will support more efficient arterial operations, mitigate congestion, improve intersection safety, and reduce costs to keep the region more competitive and support economic development.

Is this project a continuation of previous work? If so, please explain.

The TSM Priority Model is used to identify, prioritize, and plan traffic signal improvements throughout the City to improve safety and mitigate congestion. The 2010 MUTCD has introduced several changes that may require adjustments to the TSM Priority model.

The Signal Interconnect Priority Model uses information on existing signal interconnects and signal systems, traffic and performance data, geometric conditions, and crash data to identify and apply planning criteria to review, develop, and prioritize signal interconnect and related investments.

Is this project regional in scope? Please explain.

Project will be coordinated with IDOT and surrounding counties and municipalities to insure that the Chicago traffic signal modernizations signal interconnect corridors, and signal operations including TSP are consistent with other signal systems in the region.

Who will benefit from the interim or final products of this project?

Project will benefit within CDOT, OEMC, and CHED in planning and engineering signal and signal systems investments and economic development functions. Project will also benefit users of major arterial corridors including drivers, transit operators and riders, bicyclists, and pedestrians by providing for more efficient and safer infrastructure and operations.

What is the source of funds for the local match portion of this project?

City Funds.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Inventory of existing conditions	Report, Maps	1Q 2012
TSM and Signal Interconnect criteria	Tech Memos	2Q 2012
Criteria data	Database, Tech Memos	3-4Q 2012
Stakeholder input	Meetings, Tech Memos	3-4Q 2012
Recommended TSM intersections for TSM improvements	Report, Maps, Database	4Q2012-1Q2013
Recommended corridors for signal interconnect improvements	Report, Maps, Database	4Q2012-1Q2013

Expense Breakdown	
Staff (including overhead) cost	\$22,000
Total Person Months	20-24
Consultant Cost	\$160,000
Other Costs	\$3,000
Total Project Cost	\$185,000
Please specify the purpose of consultant costs Provide technical services to assemble inventory data materials, develop and apply planning criteria, prepare Tech Memos and Draft and Final Reports, conduct and support stakeholder input, prepare TSM and signal interconnect maps and database.	
Please specify the purpose of other costs Materials including maps and documents.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Eastern Will County Coordinated Comprehensive Plan
Sponsoring Agency	Will County
FHWA/FTA Amount Requested	\$384,000
Local Match Amount	\$96,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$480,000

Description and Justification

Brief Description: Development of a multijurisdictional long-range land use and transportation plan to manage the projected growth patterns and future transportation needs of Eastern Will County

Major Tasks (up to 20)

1. Evaluate existing land use plans, zoning and subdivision codes, transportation and infrastructure plans of Will County and surrounding communities in conjunction with the proposed South Suburban Airport layout plan.
2. Analysis of land use patterns and trends, public facility and infrastructure constraints to growth, environmental constraints, population and employment forecasts and development goals, desired land use patterns/ accomodation of forecasted future growth, relationship between land use, public facilities and infrastructure.
3. Facilitation of agreement among municipalities and county on development goals.
4. Development of multijurisdictional land use plan and zone districts.
5. Development of minimum design standards
6. Development of long-range multi-modal transportation plan based on the coordinated land use plan.
7. Prioritization of transportation improvements by mode.
8. Estimation of transportation improvement costs and potential funding options.
9. Revisions to individual local comprehensive, land use and transportation plans to complement the new multijurisdictional comprehensive land use and transportation plan.
10. Revisions to individual local zoning and subdivision ordinances and development codes.
11. Facilitation of adoption of new and revised comprehensive land use and transportation plans by each individual jurisdiction.
12. Facilitation of revised ordinance adoption by each individual jurisdiction.
13. Coordination between main participating communities, bordering communities, County of Will, townships, IDOT, RTA, Metra and Pace will occur throughout the planning process.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Local Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Promotes interjurisdictional collaboration for land use and transportation planning in a projected high growth area. Fosters use of best practices for growth management, pooling and focusing of resources, and strengthens the effectiveness of local planning. Fosters an environment in which communities can maximize the regional benefits of growth while preserving their existing character. Aligns local initiatives with ongoing state and federal initiatives associated with the development of the South Suburban Airport and the Illiana Expressway.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Yes! This project affords an unprecedented opportunity for communities currently in a largely rural area that are under significant growth pressure, to proactively, jointly and cooperatively develop plans and pursue investments that guide and manage growth in ways that protect environmental resources, preserve transportation options and use best practices for land development.

Is this project a continuation of previous work? If so, please explain.

Yes, this project builds on work done as part of the Will County 2030 Transportation Plan (UWP funded), the Eastern Will County Bike and Ped Plan, the Eastern Will County Regional Council Comprehensive and Open Space Plan (IDOT funded), The South Suburban Airport Commission Comprehensive Plan (IDOT funded), the South Suburban Airport Alternatives Analysis (IDOT funded), the Eastern Will County Sanitary Sewer Study (STAG funded), the Will County Land Resource Mgm't Plan, and the Eastern Will County Airport Area Demand Analysis (IDOT fund).

Is this project regional in scope? Please explain.

This project is subregional in scope, covering an approximate 223 sq. mile, 6-township, area of the metropolitan region in northeastern Will County

Who will benefit from the interim or final products of this project?

Will County, the Villages of Beecher, Crete, Monee, University Park and Peotone, the Illinois Department of Transportation, the Federal Aviation Administration, the Regional Transportation Authority, Metra and Pace.

What is the source of funds for the local match portion of this project?

Will County and eastern Will County municipalities.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Existing land use and transportation plan analysis	Outside distribution	Oct. 2011
Analysis of growth projections, growth trends by type, identification of constraints	Outside distribution	Nov. 2011
Establishment of final joint development goals	Outside distribution	Jan. 2012
Coordinated multijurisdictional land use plan	Outside distribution	May 2012
Coordinated multijurisdictional transportation plan	Outside distribution	July 2012
Adoption of Joint land use and transportation plans	Plan/ Program	Nov. 2012
Revisions to individual local land use and transportation plans	Outside distribution	Dec. 2012
Design standards and ordinance revisions	Outside distribution	Mar. 2013
Adoption of individual plan changes and ordinance revisions based on coordinated plan	Plan/ Program	May 2013

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	48
Consultant Cost	\$480,000
Other Costs	\$
Total Project Cost	\$480,000

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Please specify the purpose of consultant costs

Existing conditions analysis, projected growth analysis, coordinated plan development, existing plan revisions, ordinance and code revisions, outreach.

Please specify the purpose of other costs

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	IL Rt. 53 Corridor Plan
Sponsoring Agency	Will County Land Use Department
FHWA/FTA Amount Requested	\$160,000
Local Match Amount	\$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200,000

Description and Justification

Brief Description: The project will produce a multijurisdictional plan for the Illinois Route 53 Corridor through Will County. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the Nation's busiest inland port. This project will look at what is necessary to integrate the Nation's busiest inland intermodal center with the rest of Will County's attributes.

Major Tasks (up to 20)

1. Establish a steering committee for project oversight.
2. Collect data which includes traffic counts and current land use development patterns.
3. Analyze data collected.
4. Share findings with steering committee.
5. Discuss recommendations and alternatives with steering committee
6. Develop a plan based upon findings and committee support
7. Include an implementation policy in the plan.
8. Bring the plan back to municipal and other governmental entities for local support

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Local Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project will provide an opportunity to undertake planning efforts that will incorporate the traffic activity generated by the Nation's busiest inland port and surrounding communities and associated land uses. As stated in GoTo 2040 (Freight and Land Use) "while construction of these suburban facilities is an obvious solution to freight industry infrastructure need, they bring change to communities where facilities are sited"

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Yes, this Plan will integrate the land uses associated with the Nation's busiest inland intermodal port along with opportunities to incorporate retail uses, a variety of housing options, economic development initiatives and tourism.

Is this project a continuation of previous work? If so, please explain.

Yes, Will County is acting as a facilitator for various municipalities and agencies that are located in the Corridor, to which a series of meetings and discussion of concerns has already been established. In 2009 CMAP began an alternative transportation study for the area in and around the Midewin National Tallgrass Prairie which included segments of the Il Rt. 53 Corridor. The Joliet Arsenal Development Authority 2010 Transportation Plan Update, Local Municipal Comprehensive Plans, and Joliet's Multi-Modal Center Plans will also be utilized.

Is this project regional in scope? Please explain.

Yes, the Il Rt. 53 Corridor is a major north-south roadway in Will County. It serves the region as one of the prominent roadways that serves the (two existing and one proposed) intermodal facilities in Will County. These intermodal facilities are the key distribution points for goods coming into the United States that are transported throughout the region.

Who will benefit from the interim or final products of this project?

The communities, agencies, and businesses that are located along this corridor will benefit from a cohesive plan that incorporates land use, transportation, economic development, and tourism. As the Plan is implemented over time all users of Il Rt. 53 will benefit as well as the entire Chicago region that views this Corridor and the associated intermodals as an important economic engine for the region.

What is the source of funds for the local match portion of this project?

Will County will contribute staff time, grant administration and oversight, and general duties in an amount necessary to meet the local match.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
1.1 Request for Qualifications released by Will County for consultants to respond by 8/23/2011.	Outside distribution	7/ 25/ 2011
1.2 Review RFQs and conduct consultant interviews.	In-house	9/09/2011
1.3 Select consultant and County Board Approval.	In-house	9/15/2011
1.4 Negotiate a contract with selected consultant.	In-house	9/23/2011
1.5 Introduce the consultant to the project.	In-house	9/28/2011
1.6 Establish a steering committee for project oversight.	Outside distribution	10/1/2011
2.1 Collect data which includes traffic counts and current land use development patterns.	Outside distribution	12/31/2011
2.2 Analyze data collected.	In-house	2/ 28/ 2012
2.3 Share findings with steering committee.	Outside distribution	3/14/2012
2.4 Discuss recommendations and alternatives with steering committee.	Outside distribution	3/31/2012
2.5 Develop a plan based upon findings and committee support, including an implementation policy in the plan.	Plan/ Program	5/31/2012
3.1 Bring the plan back to municipal and other governmental entities for local support.	Plan/ Program	6/ 30/ 2012
3.2 Consultant will present the completed plan at an official public hearing.	Plan/ Program	7/31/2012

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

3.3 Consultant will present the completed plan at a sub-committee of the County Board.	Plan/ Program	9/ 30/ 2012
3.4 Consultant will present the completed plan before the full County Board.	Plan/ Program	9/ 30/ 2012

Expense Breakdown	
Staff (including overhead) cost	\$40,000
Total Person Months	30
Consultant Cost	\$160,000
Other Costs	\$0
Total Project Cost	\$200,000
Please specify the purpose of consultant costs	
The consultant will collect information and data to draft a plan for the corridor that integrates land uses, transportation, economic development, and tourism. The consultant is responsible for presentations to a sub-committee, along with all associated agencies.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Operating Cost Impacts of Capital Projects
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$120,000
Local Match Amount	\$30,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$150,000

Description and Justification

Brief Description: Develop a standard methodology for estimating the operating cost impacts of capital projects to assist in comparison of projects for initial project evaluation and screening. Consider the varying ways a project can impact operations such as cost savings, productivity and quality improvements, and ridership and revenue growth. Develop an automated model with a set of standardized spreadsheets to estimate impacts for different types of projects that all project managers can use.

Major Tasks (up to 20)

1. Build an automated framework for assessing the operating cost impacts of capital projects that will provide project managers with step-by-step guidance, current financial information, and accurate formulas and procedures to develop cost estimates.
2. Review operating budgets and any existing cost allocation models used by the service boards. Identify the major budget categories to use for developing cost estimates such as: labor and fringe benefits, material, fuel, power, insurance and claims, security, leases and rentals, other.
3. For each of the major categories of capital investment -- rolling stock; track and structures; electrical, signal, and communications; support facilities and equipment; and stations and passenger facilities -- identify the operating budget cost centers that could be affected.
4. Develop procedures for developing cost factors for each operating budget cost center based on type of capital project. Develop standardized check lists of the type of costs to investigate for each type of capital project. For example a new train station could impact station cleaning, snow removal, utilities, station attendants, escalator/ elevator maintenance, station platform repairs, other building repairs, communications equipment, security costs, etc.
5. Develop checklists/ procedures for determining if project will have impacts on productivity that can lead to labor reductions.
6. Develop checklists/ procedures for determining if project will have improvements in quality of operations, but will not cause an increase or decrease in operating budget.
7. Develop checklist/ procedures for estimating revenue impacts of projected ridership growth. (Ridership growth projections would be developed external to this model.)
8. Develop linked set of spreadsheets that will include cost factor inputs based on current financial data, estimates for revenue growth, and algorithms to develop operating costs for base case situation and future case with capital project implemented.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Financial Planning/ Innovative Financial Strategies

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project will help improve the evaluation of capital projects and develop a clearer understanding of the efficiency benefits associated with capital investments. It will also allow ridership impacts of capital investments to be examined consistently.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Is this project a continuation of previous work? If so, please explain.

This project is not a continuation of previous UWP work, however, it would be implemented in connection with the capital project prioritization decision tool the RTA is developing. It would be used to develop one of the inputs that will be used to evaluate and prioritize capital projects. This will be a stand alone module that will develop a methodology to standardize the inputs of the decision tool model.

Is this project regional in scope? Please explain.

This project is regional in scope in that it will apply to the operations of CTA, Metra, and Pace and the capital programs of each agency.

Who will benefit from the interim or final products of this project?

The RTA , CTA, Metra, and Pace will benefit from the products of this project.

What is the source of funds for the local match portion of this project?

RTA budget

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Review of existing cost allocation models and operating budget/ financial data	In-house	9/ 11
Matrix of capital projects by types of impacts by operating budget cost center	In-house	10/ 11
Methodology for developing operating cost factors, cost estimates, productivity estimates, and revenue impacts	In-house	2/ 12
Conceptual design of cost estimation model	In-house	3/ 12
Computerized model for estimating operating impacts (project deliverable)	Outside distribution	5/ 12
Workbook -- guidelines for estimating operating costs and use of computer model (project deliverable)	Outside distribution	6/ 12

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$150,000
Other Costs	\$0
Total Project Cost	\$150,000
Please specify the purpose of consultant costs	
Consultant needed to develop methodology and computerized model	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Regional Interagency Fare Model
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$400,000
Local Match Amount	\$100,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$500,000

Description and Justification

Brief Description: The RTA is seeking to develop an interagency fare model that will be utilized as a predictive tool to investigate the revenue and ridership impacts of a range of potential interagency fare products. The RTA is seeking consultant services to develop a dis-aggregate elasticity based model to analyze the impacts of alternative interagency fare products and policies and their associated pricing options.

Major Tasks (up to 20)

1. Develop Model Methodology
2. Define Interagency Fare Policy Alternatives
3. Conduct Rider and Non-Rider Research including Revealed and Stated Preference Surveys
4. Identify Market Segments
5. Establish Customer Price Elasticity Values and Demand Curves for Fare Media
6. Develop Interagency Fare Model to Forecast Ridership and Passenger Revenue Changes
7. Evaluate Alternatives and Develop Recommendations
8. Prepare Final Report and Users Guide

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Modernization of the Public Transit System

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This work directly relates to the modernization of the existing transit system through the coordination of transit fares. Fare coordination is a way to promote seamless regional mobility, making it easier for transit customers to pay for travel on different segments of the RTA system with a simple single payment method. The results of the model will enable the RTA to establish the most cost-effective interagency fare products to pursue, those that provide the most value for our customers and service operators.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Regional access and mobility will be enhanced. This project supports environmental goals by making transit more attractive than auto (associated auto emissions reduced).

Is this project a continuation of previous work? If so, please explain.

No, not a continuation of a previous UWP project. However, it is part of RTA's continuing mission to provide adequate, efficient and coordinated public transportation in the metropolitan region.

Is this project regional in scope? Please explain.

Yes, this project has significant regional impact. A vast majority of municipalities and regional activity centers are served by the regional transit system. CTA serves the City of Chicago and 40 adjacent suburbs with eight rapid transit lines serving 144 stations and 140 bus routes. The Metra commuter rail system extends 488 route-miles to the limits of the six-county area and serves 239 local rail stations in more than 100 communities. Pace serves 284 municipalities with 217 bus routes, 372 paratransit buses and 711 vanpools.

Who will benefit from the interim or final products of this project?

The Regional Transportation Authority and Service Boards; CTA, Metra and Pace

What is the source of funds for the local match portion of this project?

Regional Transportation Authority

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Draft Final Report	In-house	4/ 1/ 2012
Final Report	Outside distribution	6/ 1/ 2012
Fare Model	In-house	6/ 1/ 2012
Fare Model User Guide	In-house	6/ 1/ 2012

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$500,000
Other Costs	\$
Total Project Cost	\$500,000
Please specify the purpose of consultant costs The RTA plans to engage a team of consultants to develop a ridership and revenue fare model. The objective is to understand current and potential customer purchasing behavior by using historical data, revealed and stated preference surveys. Specialized consultant skills are required to build the model; survey research, econometrics, and demand modeling.	
Please specify the purpose of other costs The RTA will manage this project with in-house resources.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	RTA TRANSIT CAPITAL DECISION PRIORITIZATION TOOL – Enhance and Expand Phase
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$249,345
Local Match Amount	\$62,336
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$311,681

Description and Justification

Brief Description: With some of the nation's oldest transit assets, the RTA transit system has significant reinvestment needs, including an estimated \$24.6 billion over the next ten years to attain a state of good repair (SGR), which is more than three times higher than the projected funding during the same time period. In order to improve the decision-making processes and prioritize investments given constrained funding, the RTA has selected a consultant to develop the Capital Decision Prioritization Support Tool (the Decision Support Tool) to assist the Service Boards as they annually prepare their respective capital program needs to manage day-to-day operations and obtain a State of Good Repair. The Decision Support Tool will serve to assist the RTA in establishing a process for the evaluation of long range planning items, such as major system enhancement and expansions. The Decision Support Tool will be founded on FTA's existing TERM model and will utilize the Maintain, Enhance and Expand criteria and scoring process developed by the RTA in coordination with Service Board staff.

This proposal is seeking funding for the prioritization process for Enhance and Expand investments. With the requested funding, the consultant will work with the RTA and the Service Boards to develop the rating criteria, scoring methods and data requirements for Enhance and Expand investments. The identified rating criteria will be implemented in the development of the final Decision Support Tool.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Major Tasks (up to 20)

Task 1: Develop Ratings Criteria and Scoring for Enhance and Expand Investments

Task Summary: The consultant will work with the RTA and the Service Board staff to develop and finalize the rating criteria and scoring methods for Enhance and Expand investments.

Task 1.1: Ratings Criteria Development

The consultant will work with the RTA and Service Board project participants in a workshop setting to identify the preferred investment rating criteria for Enhance and Expand investments.

Deliverable: Test results for criteria and scoring method and recommendations for final investment prioritization criteria and scoring.

Task 1.2: Data Review and Criteria Reporting

Review data sources to assure required data are available to support the desired Enhance and Expand rating criteria. This task will identify a process or format for Service Boards to report on the investment characteristics and rating criteria of Enhance and Expand investments – including investment costs, ridership impacts, emissions benefits, etc.

Deliverable: Data gap analysis and investment criteria reporting template for Enhance and Expand investments.

Task 1.3: Develop Tool to Support 2013 Budget Development / Test Tool Performance

Modify the Decision Tool model to incorporate the “Enhance and Expand” investment criteria and scoring process, and the required supporting data.

Deliverable: Completed tool and associated design documentation.

Task 1.4: Support the RTA with Capital Maintenance Budget and Needs-Based Plan Development

Provide instruction to the RTA on the use of the draft tool in support of capital budgets and needs based capital plan development. This includes guidance on how to develop analysis scenarios and tradeoff analyses between Maintain, Enhance and Expand investments.

Deliverable: Guidance and support in developing and analyzing constrained investment scenarios

Task 2: User Training and Software Support

Task Summary: The consultant will provide on-site user training at RTA’s offices and software support during the project testing and training period.

Task 2.1: User Training

Provide on-site user training at RTA’s offices to RTA and Service Board staff.

Deliverables: Users manual, training materials and onsite training sessions.

Task 2.2: Provide Telephone and Email Software Support during Training Period

Provide tool support via phone and e-mail during the prioritization tool testing and training period.

Deliverable: Software support

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Improving Decision-Making Models

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The RTA reform legislation mandates that the RTA provide more effective financial oversight, regional planning, and coordination among the three operating Service Boards. This includes establishing the criteria for allocating funds among maintenance, enhancement, and expansion improvement projects. The Decision Support Tool will rank the identified capital projects and will assist the Service Boards as they annually prepare their respective capital program needs and prioritize those investments that help attain a State of Good Repair. The data-driven Decision Support Tool will also provide the RTA with the tools to set forth the process and establish the criteria for its evaluation of the Service Boards' capital programs, and to assist the Service Boards with meeting those criteria, including the prioritization of capital projects to be undertaken by each of the Service Boards. This process will also support the GO TO 2040 recommendations of modernizing the public transit system and improving financial planning, including strengthening of transit financial oversight.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Is this project a continuation of previous work? If so, please explain.

The RTA is about to begin development of the Decision Support Tool for Maintain investment needs using RTA general funds (non-UWP). This request for UWP funds is to expand the tool for Enhance and Expand investment needs.

Is this project regional in scope? Please explain.

Yes, the Capital Decision Tool will establish a transparent, comprehensible capital decision prioritization process that insures the input from other stakeholders and accommodates the obligations of the Authority and each Service Board to focus their capital efforts on improvements intended to bring the region's transit assets toward a State of Good Repair and to the modernization of the existing transit system. The Decision Support Tool will help the RTA work towards the achieving the Strategic Plan goals and objectives – all of which ensure the allocation of available financial resources to yield the greatest return to the region.

Who will benefit from the interim or final products of this project?

The RTA, the Service Boards, the Service Boards' customers and stakeholders, and the taxpayers in general will benefit from a transparent capital decision process.

What is the source of funds for the local match portion of this project?

RTA general funds.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Capital Decision Prioritization Tool Enhance and Expand Phase	In-house	12/ 31/ 12

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$311,681
Other Costs	\$
Total Project Cost	\$311,681
Please specify the purpose of consultant costs	
Develop the Capital Decision Tool Enhance and Expand Phase	
Please specify the purpose of other costs	
N/ A	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	RTA Transit-Oriented Development Implementation Technical Assistance Program
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Description and Justification

Brief Description: The RTA will provide technical assistance on transit-oriented development implementation to local governments that have completed and adopted transit-oriented development plans through the RTA's Community Planning and Subregional Planning programs (approximately 70). This work will support the CMAP GO TO 2040 Plan's emphasis on providing targeted technical assistance to local governments and will supplement CMAP's technical assistance efforts through the Local Technical Assistance Program.

Major Tasks (up to 20)

1. Updates to Land Control Documents--There may be a need to revise specific ordinances to support TOD. In these cases, the RTA will work with local government staff to streamline the process to make investing in the community more attractive to potential developers and other investors. These strategies may include updating or creating a TOD overlay graphic map illustrating zoning districts and uses, parking regulations, text amendments to a current zoning ordinance (including bulk, height and density regulations), or the text for the ordinance itself for the governing body to adopt. Ordinance revisions for other TOD related regulations will also be considered. These projects will be completed by a consultant on contract to the RTA.
2. Developer Attraction and Solicitation--For municipalities that have adopted TOD plans, but have seen little interest from the development community, RTA staff will provide assistance to identify and solicit developer interest. This assistance can be provided in a variety of ways: 1) Community-Developer Matching: From the network and relationships with dozens of developers, the RTA would identify those with the most relevant experience for the types of projects available in the community. The RTA would then facilitate a meeting among the interested developers and community staff and officials to discuss the community's needs and preferred projects and whether or not the developer would be interested in pursuing any of those projects. 2) Developer Panel: For local governments that are not prepared to discuss specific development opportunities with developers, the RTA will work with the Urban Land Institute (ULI) to arrange a small panel of developers to discuss the development climate and potential strategies to facilitate development. 3) Request for Proposals (RFP) Preparation: For municipalities that own land within the station area (or know of a willing seller) and are interested in soliciting an interested and willing developer, the RTA will assist in preparing a request for proposal (RFP) or request for qualifications (RFQ) to release.
3. Entitlement Process Streamlining--Complicated and ill-defined entitlement and permitting approval processes are often a deterrent to private developers. To help remove this barrier, RTA staff will work with the local municipality to identify specific barriers and provide recommendations to streamline the process to make investing in the community more attractive to potential developers and other investors. This streamlined process can be applied broadly, or be specific to TOD projects within the station area (and viewed as an incentive to pursuing TOD projects). Streamlining the process could include adjusting and reducing the submittal and review requirements and period for development proposals, as well as the timeline for governing body review and comment.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Local Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The RTA will provide local technical assistance to past project sponsors of Community Planning and Subregional Planning projects. This work will supplement and be coordinated with CMAP's Local Technical Assistance Program to reduce redundancy between the programs and capitalize on the RTA's experience and expertise in TOD planning and implementation.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Yes--this effort will help inform and achieve subregional land use, housing and economic development goals. This will be achieved through the creation and / or improvement of development tools that will support sustainable mixed-use, mixed-income, walkable and pedestrian-friendly development with access to transit service.

Is this project a continuation of previous work? If so, please explain.

Yes--while the technical assistance program is new, the work will focus on the advancement and implementation of existing and adopted TOD plans.

Is this project regional in scope? Please explain.

Yes, the pool of potential applicants (local governments that have completed and adopted TOD studies through the Community Planning and Subregional Planning programs) are located throughout the RTA's six-county service area. The majority of projects are expected to focus on individual municipalities, but Counties and Councils of Government are also eligible for assistance.

Who will benefit from the interim or final products of this project?

The final products are expected to benefit the individual local government (municipality, county, etc.) by furthering implementation of the TOD plan. Private developers will also benefit by having specific zoning guidelines and streamlined entitlement processes to follow and will be able to learn about available development opportunities in specific communities. Pursuing and achieving implementation of these plans can result in more efficient transit operations, improved access to transit services and increased ridership for all three Service Boards.

What is the source of funds for the local match portion of this project?

RTA General Fund

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Program parameters, application materials, targeted call for projects.	In-house	May 2010
Approved Program of Projects	Plan/ Program	Aug. 2011
Completed plans / ordinance updates and technical assistance	Plan/ Program	FY 2012
Program Evaluation	In-house	FY 2012

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	0
Consultant Cost	\$250,000
Other Costs	\$
Total Project Cost	\$250,000
Please specify the purpose of consultant costs Consultants will complete ordinance updates in support of transit-oriented development (primarily zoning updates) and assist with Developer Attraction services.	
Please specify the purpose of other costs NA	