

FY 2013 UWP Proposal Submittals

Competitive Program Proposals

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FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Local Planning Assistance
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,760,000
Local Match Amount	\$440,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$2,200,000

Description and Justification

Brief Description: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate land use, transportation, and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected from among existing but unstarted LTA projects as well as new projects identified through a competitive application process. This level of funding will support approximately 25 local projects.

Major Tasks (up to 20)

1. Identify current LTA projects that are suitable for grants from this funding source. Representative projects include (1) planning for land use and economic development in five communities around the I-294/ I-57 interchange; (2) planning for land use around new Pace ART service on Milwaukee Avenue in Niles; (3) corridor plan for the 95th Street corridor in Oak Lawn; (4) planning for land use and transportation in unincorporated areas in DuPage County; and (5) developing a new comprehensive plan for Lynwood in response to expected transportation improvements.
2. Hold an application process for new projects. This will be done in coordination with the RTA's Community Planning Program, as was done in FY 11-12.
3. Select new projects. Approval from both the Board and the MPO Policy Committee will be sought in October, with a recommendation from the Transportation Committee and Local Coordinating Committee prior to approval. Approximately 25 projects would be selected with the requested level of funding.
4. Initiate new projects. Successful communities will either hold their own consultant selection processes to procure consultant assistance or will work with CMAP to choose from a list of pre-qualified consultants already screened by CMAP (to occur in spring 2012).
5. Implement selected projects. Each project is expected to result in the adoption of a plan or a regulatory document by at least one unit of local government. Each project is also expected to advance the implementation of GO TO 2040 by translating the principles of the regional plan into local planning practice.
6. Evaluate program success and make adjustments. In future years, modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program are expected.

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Competitive Justification: Please identify the regional focus area associated with this project.

Local Technical Assistance

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

This project responds directly to the "Local technical assistance" priority. The entire focus of the Local Planning work program is to provide assistance to local governments, both through direct, individualized technical assistance and regional activities that are broadly useful. Because of the central role that local governments have in the implementation of GO TO 2040, this work has been identified by the UWP Committee as a high near-term priority.

Competitive 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 directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. Creating a funding source such as this, and coordinating it with other partners such as the RTA, is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space.

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

Yes. This project was funded in FY 11 and led to the first year of the Community Planning Program. No funding was requested in FY 12 due to application schedules.

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

The products will benefit local governments (municipalities, COGs, and counties) as well as transportation agencies whose investments are affected by local land use decisions.

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

Illinois Department of Transportation. Additional funding for complementary activities is also provided through the HUD Sustainable Communities Regional Planning grant.

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State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Selection of approximately 5 existing LTA projects to receive grant funding rather than staff assistance	Outside distribution	July
Selection of approximately 20 new projects to receive grant funding	Outside distribution	October
Initiation of local projects	Plan/ Program	Ongoing
Completion of local projects	Plan/ Program	FY 14
Process evaluation and preparation for FY 14 applications	In-house	March

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$2,200,000
Other Costs	\$
Total Project Cost	\$2,200,000
Please specify the purpose of consultant costs and time line for expenditure All costs in this project are consultant costs (either contracted with CMAP or grants to local governments). All projects are scheduled to be initiated by early 2013 and will be completed by June 2014.	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.
Planning Work Toward GO TO 2040 Implementation

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

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.

Competitive 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.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

The Red Line Extension is one of GO TO 2040's recommended major capital projects.

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 pre-engineering work, including the 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.

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?

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Environmental Documentation	Outside distribution	06.01.2013
Public Participation Materials	Outside distribution	12-31-2012

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$575000
Other Costs	\$
Total Project Cost	\$575,000
Please specify the purpose of consultant costs and time line for expenditure Consultants will be doing the study work.	
Please specify the purpose of other costs	

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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. This project would complement the ongoing planning and environmental studies and processes.

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. 2. Formulate a description of the alternatives
3. 3. Formulate a description of the existing environmental setting
4. 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. 5. Identify and evaluate measures to avoid, minimize and mitigate potential adverse impacts.
6. 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. 7. Evaluate alternatives to inform the identification of a preferred alternative
8. 8. Document the results of environmental analysis.

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Competitive Justification: Please identify the regional focus area associated with this project.
Planning Work Toward GO TO 2040 Implementation

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

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.

Competitive 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 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.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

CTA North Red and Purple Line Improvements

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 current 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.

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?

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Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	12.31-2012
Public Participation Materials	Outside distribution	6.1.2013

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$575,000
Other Costs	\$
Total Project Cost	\$575,000
Please specify the purpose of consultant costs and time line for expenditure Consultants will be doing the study.	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Forest Park Blue Line Reconstruction & Modernization Planning
Sponsoring Agency	CTA
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: Preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction.

Major Tasks (up to 20)

1. Study would consider funding strategies and preliminary reconstruction planning and engineering for the branch.
2. Facility Needs: needs of tracks, trackbed, power systems, signals, yard and stations will be inventoried and identified; station needs will include ADA accessibility, as well as modern customer amenities
3. Service design: Included in this planning would be alternative station placements and egress locations, improved service designs, for instance passing tracks for faster skip-stop type service, or pocket tracks to improve the efficiency of the entire Blue Line.
4. Conceptual Construction/ Engineering: considerations for project phasing, constructability, integration with roadway designs/ plans will be identified
5. Financial Planning: various strategies will be explored, including various Federal FTA/ FHWA sources, state and local source, as well as TOD and P3 opportunities will be explored, for instance enhanced park-n-ride/ congestion pricing in the suburban areas and joint-development considerations for the Medical District, UIC and the Old Post Office sites, closer to downtown.

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Competitive Justification: Please identify the regional focus area associated with this project.
 Planning Work Toward GO TO 2040 Implementation

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

By planning the transit facility as a complement to the already begun expressway planning for I-290, this project aligns closely with the stated principle of "planning for the inclusion of transit components as part of major highway projects."

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

The Forest Park Branch of CTA's Blue Line provides over 30,000 average rides from the western suburbs of Forest Park to downtown Chicago. Important regional job and educational facilities are served, such as the Illinois Medical District and the University of Illinois at Chicago campus. In addition, by serving the same market as the I-290 expressway, the Blue Line provides a critical alternative for citizens to avoid roadway congestion and resulting air quality problems. Lastly, many current stations are not ADA-accessible and planning is required.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

The major capital project: I-290 Multimodal Corridor

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

This project will complement already begun work by IDOT for the I-290 Multimodal Corridor; in addition, existing CTA engineering resources are continually identifying facility needs and priorities.

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

Current and future customers of the CTA's Blue Line will benefit, as well as the communities all along the corridor. Commuters on the I-290 expressway will also benefit from the maintenance of an important alternative to expressway congestion.

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

Products and Completion Schedule		
Product	Product Type	Completion Date
Financial Plan	In-house	
Service Designs	Outside distribution	
Facility Needs	Outside distribution	

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Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$0
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	CHICAGO BUS RAPID TRANSIT MASTER PLAN
Sponsoring Agency	Chicago DOT
FHWA/FTA Amount Requested	\$320,000
Local Match Amount	\$80,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Description and Justification

Brief Description: Identify and prioritize future opportunities for Bus Rapid Transit Improvements in Chicago

Major Tasks (up to 20)

1. Collect Available User Data - including demographics, transit ridership, overall trip patterns.
2. Collect Available Operational Data - including roadway and sidewalk widths, bus including speed at most and least congested times, bus operating costs, and roadway width and lane use, and ADT.
3. Develop Evaluation Criteria - Resources include operating agencies, civic not-for profit transit advocate (e.g. MPC, ActiveTrans, Chicago Community Trust, and International BRT Advocates (IDTP, Embarq) with information on best practices in comparable cities (e.g. those with existing rapid transit and compact development)
4. Evaluate and Screen Arterial Streets (and expressway shoulders) for most feasible level of BRT implementation (e.g. barriered lanes, marked exclusive lanes, peak hour-only lanes, limited stop service without infrastructure, no improvement available) using data from task II and best practices with consideration of both transit and motor vehicle impacts. Develop order of magnitude costs per mile for levels of BRT
5. Identify New Markets - Use trip/ demographic data to identify up to ten origin-destination corridors or markets not currently served by single-ride (no transfer) CTA/ Pace/ Metra service without transfers potential to benefit from BRT service (i.e. Trips to O'Hare from a neighborhood away from the Blue Line, Southwest Side to Illinois Medical District). Note: Corridors/ markets can extend into Cook County suburbs as long as one end is within Chicago.
6. Evaluate Corridor BRT Benefits for selected in Task 5 and at least 30 existing CTA/ Pace routes, using data from Task 1 and recommendations from task 3. Potential criteria include: net daily person-hour travel time savings, net increase/ decrease in transit operational costs per boarding, travel time impact to motorists, and number of auto trips eliminated from mode shift to transit
7. Evaluate Limited Stop Service Benefits. Limited stops bus service in the absence of additional BRT infrastructure (prepaid fares, protected rights-of-way) may have enough value to serve as a fast first step toward BRT, or be sufficient in some cases. Thus, some of the evaluations in Task 6 should be repeated assuming operation in general traffic with only two changes in service - reduced number of stops, and Transit Signal Priority improvements on previously recommended corridors
8. Complete Master Plan for BRT Implementation and interim/ alternative Limited Stop Service :- use the Evaluations in Tasks 6 and 7 and the Criteria in Task 3. An overall agenda should prioritize the most cost effective, implementable and beneficial potential BRT implementation with consideration for marginal benefit over limited stop service, geographic/ economic equity, and economic development potential. In addition, recommend new or restored Limited Stop services based on cost effectiveness business case and travel time benefits.

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Competitive Justification: Please identify the regional focus area associated with this project.
Improving Decision-Making Models

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

BRT represents a level of transit service that improves upon regular bus service but is more affordable to implement than rapid transit. Civic BRT proposals have been based on limited criteria and more rigorous evaluations will better prioritize implementation locations, given funding constraints. Limited Stop/ Express operation of bus service may serve as quick initial phase of BRT implementation, and possibly even a wiser choice in some locations. However, a good business case is needed for such routes when other services are reduced.

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

This project serves to prioritize implementation of improvements that encourage transit use, reduce commuter travel times, support compact development patterns and recommend facilities investment that can be a catalyst for economic development.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Regional Mobility - Actions include "Prioritize among potential bus service increases, extensions and new service using regionally consistent criteria (302), Improve evaluation measures and decision making processes (302), Adopt best practices in new technologies (301), Focus investments on maintenance and modernization.

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

Not directly, however the project will provide a technical followup to the Metropolitan Planning Council's vision plan "Bus Rapid Transit: Chicago's New Route to Opportunity"

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

City of Chicago and CTA primarily but also Pace, RTA and civic advocates of BRT. Implementation of the recommendations will benefit transit riders in and around Chicago.

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

City funds

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Products and Completion Schedule		
Product	Product Type	Completion Date
Data Collection Technical Memorandum (with accompanying DVD-Rom of collected data) - Tasks 1 & 2	In-house	Month 3
Briefing Report on Potential BRT Evaluation Criteria - Task 3	Outside distribution	Month 5
BRT recommended BRT Level of Service Report and Map -Task 4	In-house	Month 6
Technical Memo on selection of service corridors for evaluation - Task 5	In-house	Month 8
Chicago BRT Implementation Master Plan - Technical Report - Tasks 6 & 7	Plan/ Program	Month 12
Chicago BRT Implementation Master Plan - Recommendation Report - Task 8	Plan/ Program	Month 12

Expense Breakdown	
Staff (including overhead) cost	\$40,000
Total Person Months	5
Consultant Cost	\$360,000
Other Costs	\$
Total Project Cost	\$400,000
Please specify the purpose of consultant costs and time line for expenditure Conduct Research Study under City Supervision	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	CDOT Comprehensive In-fill CTA Station Opportunities Study
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$600,000
Local Match Amount	\$150,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$750,000

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Description and Justification

Brief Description: Standard stop spacing for rail rapid transit in densely developed urban environments is 1/ 3 to one mile. At many locations in the City of Chicago, CTA station spacing exceeds these standards, and rail lines cross arterial streets/ CTA rail or bus routes without stopping/ allowing transfers. This study will comprehensively assess the feasibility of building (or re-activating) in-fill stations (and/ or station entrances) at these locations to enhance transit network connectivity, use transit resources more efficiently, support TOD, and grow transit ridership.

Major Tasks (up to 20)

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1. Identification of Candidate Locations: Qualitatively identify the locations where there may be opportunities for building (or re-activating) in-fill stations on CTA's rapid transit system within the City of Chicago. These locations (up to 25 total) may be identified on the basis of satisfying one or more of the following criteria: (a) Currently inactive CTA station and platform facilities (and/ or secondary station entrances) may be reactivated; (b) CTA rail routes and/ or rail and bus routes currently cross each other's path without opportunity for transfer; (c) An unusually long gap or other physical barrier exists between current stations in an otherwise transit-oriented or potentially transit-oriented neighborhood; (d) There may be potential for achieving specific rail and/ or bus operational efficiencies or improved transit travel patterns through introduction of an in-fill/ reactivated station; and (e) A new station stop could be created (or re-activated) at this location without requiring extraordinarily complex engineering or construction techniques or legal ramifications (i.e., no tunneling, no major property acquisition, etc.)
2. Consultation with Technical Stakeholders - Lead ongoing discussions and information gathering as needed between parties including but not limited to: CDOT, CTA, CMAP, DHED, RTA, etc.
3. Assessment of Existing Conditions: Document the current physical and operational conditions at each candidate in-fill (or reactivated) station location and qualitatively assess the performance of the affected CTA rail and bus lines.
4. Preparation of Conceptual Station Design Plans: Prepare conceptual/ programmatic plans for each candidate station location, including location and approximate dimensions of platforms, main station entrance/ exit (headhouse), auxiliary entrances/ exits, and related facilities (including off-street bus facilities, if appropriate/ needed).
5. Estimation of Ridership Demand: Using best practices in ridership forecasting techniques, estimate the annual and average weekday ridership demand for each candidate in-fill station. Forecast years shall be 2015 and 2030.
6. Estimation of Operational Requirements: Estimate the individual impacts of each candidate in-fill station on rail and bus operating patterns and vehicle/ crew/ station staffing/ maintenance requirements. Factors influencing these requirements will include accommodating diverted and/ or attracted trips as well as changes to running time due to the added and/ or lengthened stop. Forecast year shall be 2015.
7. Estimation of Capital Costs: Using best practices in capital cost estimating techniques, prepare capital cost estimates (or likely cost range) for the individual conceptual station design plans developed earlier, in current dollars. The capital cost estimate should be consistent with CDOT and CTA station design and construction practices.
8. Estimation of Operating Costs and Savings: Based on the operational requirements developed earlier for 2015, prepare annual operating costs and/ or savings (in current dollars) for all of the affected CTA rail and bus services for each station opportunity. The estimate should be consistent with current CTA operating practices and costs.
9. Preparation of Comparative Statistics: Prepare statistics to allow a comparative and/ or combined assessment of the candidate in-fill/ reactivated station opportunities.
10. 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 future decisions may be made by the stakeholders regarding whether to formally pursue detailed design and construction of any and/ or all of the candidate in-fill/ reactivated stations.

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Competitive Justification: Please identify the regional focus area associated with this project.

Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Strategic investment in in-fill CTA rail stations is essential to a multimodal transportation system that's accessible, affordable, coordinated with nearby land use, and supports existing communities. Regarding cost and investment efficiency, the peak cost of CTA train service is about 1/2 to 1/5 that of equivalent bus service (per unit of peak capacity). So CTA should encourage rail ridership wherever possible. But stations are needed to access the trains, and there is not presently a comprehensive assessment of where to prioritize additional stations

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

Encouraging rail transit trips through infill stations supports regional environmental goals (i.e., more competitive transit service), and land use/ housing/ economic development goals (i.e., more TOD opportunities). In locations where CTA rail lines currently pass by neighborhoods or potentially connecting transit routes without stopping, these advantages of rail transit may not be fully or optimally realized.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

This project supports two Go To 2040 recommendations: 10. Invest Strategically in Transportation (this study will allow decision-makers to use performance-driven criteria to prioritize key enhancements/ modernizations of the existing system); and 11. Increase Commitment to Public Transit (this study will support improving transit's fiscal and operating performance, and is consistent with the goal of supporting land use planning and making key small-scale infrastructure investments to help transit work better).

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

Limited CTA and CDOT efforts (as well as some suburban efforts) have been made in the past to assess in-fill station opportunities. CDOT completed a Green Line Station Location Study in 2002, and CTA has an internal analytical tool to help assess opportunities using demographic data. These resources, while dated and lacking in the comprehensiveness desired for the proposed effort, will be used to support this study as appropriate.

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

The primary beneficiaries of the study will be the existing and prospective transit customers residing in, working/ studying in, or visiting the neighborhoods where candidate in-fill stations are located. Their interests will be served by CDOT, CTA, DHED, and other related agencies as this study is completed and its findings are used to inform ongoing capital investment decision-making.

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

City funds

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Identification of Candidate Locations	In-house	Sprng 2013
Technical Paper - Existing Conditions Assessment	In-house	Summr 2013
Draft Conceptual Station Design Plans	In-house	Summr 2013
Draft Ridership Demand Estimates	In-house	Summr 2013
Draft Capital Cost Estimates	In-house	Summr 2013
Draft Operating Costs & Savings Estimates	In-house	Fall 2013
Draft Final Report (w/ comparative stats)	In-house	Fall 2013
Final Report - In-fill CTA Station Opportunities Study	Plan/ Program	Wintr 2014

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$700,000
Other Costs	\$
Total Project Cost	\$750,000
Please specify the purpose of consultant costs and time line for expenditure The consultant will be responsible for conducting the analyses described in the tasks set out above in order to assess the opportunities for in-fill CTA stations in Chicago.	
Please specify the purpose of other costs Staff will be responsible for managing and facilitating the project and providing information as needed.	

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Corridor Development Implementation
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$208,000
Local Match Amount	\$52,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$260,000

Description and Justification

Brief Description: This project involves corridor development to improve the efficiency of transit operations and establish long term coordination between transit and land use. The project creates integration of several Pace programs including The Arterial Bus Rapid Transit (ART) , regional corridors, Transit Signal Priority (TSP), Posted stops and transit oriented development. The project will allow for incremental development of regional arterial and ART corridor network through implementation of TSP and posted stops.

Major Tasks (up to 20)

1. Hiring of four staff positions including: Operations Analyst, Service Planner, Transit Engineer, and Shelter Coordinator.
2. Development of the integration of key Pace programs including: Arterial Rapid Transit, Transit Signal Priority, Transit Supportive Development, and Posted stops to improve the efficiency of transit operations and coordinate the land use/ transit connection.
3. Develop posted stop procedures: route ridership data set, review data for fieldwork, bus stop site evaluations, summarize posted stop list, present to community for review and approval, incorporate feedback, install new signs and shelters, remove old discontinued signs and shelters, prepare printed and promotional materials, update hastus, IBS sign and shelter database.
4. Ridership analysis, land use coordination, system integration.
5. Corridor development Plan.
- 6.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.

Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Transit and land use and regional mobility.

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

Regional land use and economic development. Project will allow for improved efficiency of the transit system, and coordination between land use and transit supportive development.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Expansion of the transit system to include corridor development to match changing patterns of where people live and travel to work.

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

No

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

Public transit customers and non-customers through improved walking, biking and pedestrian amenities.

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

Pace funds.

Products and Completion Schedule

Product	Product Type	Completion Date
Hire Staff positions	In-house	8/ 12
Integration of Pace programs for corridor development	In-house	9/ 12
Posted stop coordination	In-house	10/ 12
Corridor Development Plan	In-house	12/ 12

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$260,000
Total Person Months	48
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$260,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Local Technical Assistance - Community Planning Support
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$112,000
Local Match Amount	\$28,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$140,000

Description and Justification

Brief Description: In support of GO TO 2040 focus on planning efforts regarding transportation and interconnected issues of livability Pace proposed a multi-year staff support of regional Technical assistance and community planning projects from CMAP, RTA, IDOT, counties and local efforts. Pace is planning on hiring two staff person equivalent for planning and community outreach to help administor the projects and integration with Pace Strategic Planning Program.

Major Tasks (up to 20)

1. Hire Planning support and Community outreach persons.
2. Administrate Program including: application review, attend meetings to discuss project and scope, conference calls and internal agency coordination.
3. Review of scope including: review for coordination with Pace plans, responding to data requests, meeting with consultants to clarify issues and concerns, forwarding comments to consultants, transit agencies, communities.
4. Administrate each project including: meeting with project sponsors, RTA, Metra, CMAP and other staff, conference calls, coordinating internal meetings and reviews, attend charrettes, workshops, review draft documents, review for coordination with Pace plans, local planning component of Pace Vision 2020 and follow up meetings.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.

Local Technical Assistance

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Support for Local Technical Assistance and Transit Oriented Development review

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

Support of regional land use through involvement in local TOD projects and land use transportation support and guidance.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Supportive Land use infrastructure investments, and other local support.

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

Yes, Currently Pace is involved in over 50 TOD, Local technical Assistance projects. This project would allow Pace to commit more staff and time to the review corridor plans and service development and implementation of these projects.

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

Citizens, communities, and transit agencies, as well as the region.

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

Pace funds.

Products and Completion Schedule

Product	Product Type	Completion Date
Hire Planning person	In-house	7/ 12
Hire Community outreach person	In-house	7/ 12
Administor program	In-house	ongoing

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$140,000
Total Person Months	30
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$140,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Real Time Information Coordination
Sponsoring Agency	Pace
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: In support of GO TO 2040 recommendations to modernize the existing transit system, Pace proposes to develop a real time information (RTI) communications plan. RTI is a critical component to provide accurate and up to date passenger information on all Pace services including Arterial Bus Rapid Transit (ART), Express Bus, and community services. This plan will address internal coordination, systems integration, communications protocols, information delivery methods and regional coordination with RTA, CTA and Metra.

Major Tasks (up to 20)

1. Hire consultant.
2. Internal coordination of systems management. Review of protocol and procedures.
3. External coordination of systems management. Review of protocol and procedures.
4. Information delivery methods and regional coordination.
5. Real time information about regional transportation system conditions and performance to enable better management of resources.
6. Real time information coordination Plan.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.

Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Regional Mobility by increasing a commitment to the regional transit system. Accurate passenger information is critical to the efficient movement of passengers through out the regional transit network.

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

This project will help bolster economic development through a more efficient transit network and will achieve human services goals by making the system easier to use through the use of real-time information.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Maintaining and Modernizing transit.

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

No

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

Customers of Public transit regionwide.

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

Pace funds

Products and Completion Schedule

Product	Product Type	Completion Date
Hire Consultant	Outside distribution	8/ 12
Review of protocol and procedures	In-house	10/ 12
Regional Coordination procedures	In-house	1/ 13
Service Analysis	In-house	6/ 13
Coordination Plan	Plan/ Program	7/ 13

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	12
Consultant Cost	\$100,000
Other Costs	\$
Total Project Cost	\$150,000
Please specify the purpose of consultant costs and time line for expenditure To conduct study on real time information.	
Please specify the purpose of other costs	

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	RTA CAPITAL DECISION PRIORITIZATION TOOL - ENHANCE AND EXPAND PHASE
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$312,000.00
Local Match Amount	\$78,000.00
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$390,000.00

Description and Justification

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 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.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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 2014 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

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.

Improve Decision-Making Models

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

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 projects. The Capital Decision Prioritization Support Tool (The Decision Tool) will establish a transparent, comprehensible evaluation criteria and selection process of maintenance, enhancement, and expansion projects – all of which ensure the allocation of constrained financial resources to yield the greatest return to the region. Therefore, the Decision Tool will improve the decision-making model and evaluation process for project selection in the region. This process will, therefore, support the GO TO 2040 recommendations of modernizing the public transit system and improving financial planning, including strengthening of transit financial oversight.

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

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Capital Decision Prioritization Support Tool (The Decision Tool) ensures the input from other stakeholders and accommodates the obligations of the Authority and each Service Board to focus their capital investment decisions on improvements intended to bring the region's transit assets toward a State of Good Repair, hence prioritizing maintenance and the modernization of the existing transit system. The Decision Tool will develop and utilize a transparent evaluation criteria for the selection of projects – in particular the ones for enhancement and expansion. The Decision Tool will utilize analytical tools for the improvement of the decision-making process/ prioritization of transportation projects in the region.

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

The RTA development of the Decision Support Tool for Maintain investment needs using RTA general funds (non-UWP) is well underway. The RTA is planning to complete the Maintain phase of this project in 2012. This request for UWP funds is to expand the tool for Enhance and Expand investment needs.

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

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Capital Decision Prioritization Support Tool – Enhance and Expand	In-House	12/ 30/ 2014

Expense Breakdown	
Staff (including overhead) cost	\$40,000.00
Total Person Months	4
Consultant Cost	\$350,000.00
Other Costs	\$0
Total Project Cost	\$390,000.00
Please specify the purpose of consultant costs and time line for expenditure Develop the Capital Decision Tool - Enhance and Expand Phase	
Please specify the purpose of other costs N/ A	

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	ADA Paratransit Eligibility Assessment Sites Study
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$168,000
Local Match Amount	\$42,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$210,000

Description and Justification

Brief Description: The RTA is seeking to determine the future location and number of field sites necessary to conduct interviews and functional assessments of people with disabilities who wish to be evaluated for eligibility for Americans with Disabilities Act (ADA) Paratransit service. The RTA will seek consultant services to identify options based on preliminary analyses conducted by RTA. The work includes a detailed identification of the appropriate number of sites, location, amenities, configuration and lease / purchase options in preparation for a 2014 procurement.

Major Tasks (up to 20)

1. Analyze current site location and functions; considering applicant demographics, site characteristics and current demand. We currently have five assessment sites that are leased and managed by a non-profit agency under contract to the RTA. (RTA staff will complete this task prior to awarding a consultant contract.)
2. Identify criteria for future site locations, size, function, and lease / purchase options for RTA to secure sites instead of asking contractors to find available real estate. (Consultant and RTA staff task.)
3. Perform spatial analysis to determine "ideal" number and location of future assessment sites. (Consultant task)
4. Identify and analyze options for possible expanded uses for the sites - e.g., could include Travel Training activities, co-locating RTA eligibility staff with contractor assessment staff, providing transit travel information at the sites, etc. (Consultant task)
5. Evaluate options and develop a cost / benefit analysis related to the number of sites, costs to transport applicants to the assessment sites, as well as configuration and management of the sites. (Consultant task)
6. Prepare final report and recommended strategy for adoption by RTA board. (Consultant and RTA staff task)
7. Develop an implementation plan for the preferred, selected option including scope of work for a 2014 procurement. (RTA staff with Consultant task)

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.
Financial Planning/ Innovative Financial Strategies

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Determining ADA Paratransit eligibility is a key first step in managing demand for such trips and effectively mainstreaming potential ADA Paratransit riders onto more cost-effective fixed route service. The RTA believes it may be in a better position to negotiate lower cost, long-term leases or purchase options for assessment sites that are more suited to agency activities and reduce travel-related costs to/ from the assessment sites. This analysis was recommended in a 2011 consultant review of the ADA Paratransit Certification Program.

Competitive 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 human service goals by more effectively assessing ADA Paratransit eligibility with a goal of maximizing use of fixed route transit by individuals with disabilities who are able to independently use transit. Reducing reliance on ADA Paratransit will result in a more cost-effective use of the transit system by people with disabilities who are able to use fixed route service. The project will enable RTA to effectively manage the cost of the ADA eligibility determination process.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Improve the Fiscal Health of Transit - The RTA Board has concerns about costs related to travel to and from ADA assessment sites as well as the overall cost of providing ADA Paratransit trips. Specifically, the RTA is analyzing whether there should be fewer sites and how to make the assessment process more cost-effective and to ensure compliance with USDOT regulations. The RTA also believes that the sites offer potential for expanded uses managed by the RTA which will support development of a regionwide approach to mobility management.

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

This project builds on recent consultant reviews of RTA and Pace ADA-related services. This project supports RTA's continuing mission to provide efficient and cost-effective ADA Paratransit service. A 2011 study suggested that RTA review the number, location, and use of its assessment sites to ensure cost-effectiveness and ensure consistency across the region. This project is important because the demand for ADA Paratransit service continues to increase.

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

The Regional Transportation Authority and Service Boards; particularly the CTA and Pace who are required to provide ADA Paratransit service within their service areas (ADA Paratransit service is operated by Pace on behalf of both agencies with RTA oversight).

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

Regional Transportation Authority

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State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Draft Final Report	In-house	6/ 30/ 2013
Final Report	Outside distribution	9/ 30/ 2013
Implementation Plan	Plan/ Program	12/ 30/ 2013

Expense Breakdown	
Staff (including overhead) cost	\$60,000
Total Person Months	6
Consultant Cost	\$150,000
Other Costs	\$
Total Project Cost	\$210,000
Please specify the purpose of consultant costs and time line for expenditure The RTA plans to engage a team of consultants for the analysis. RTA will provide data related to current practice and the consultant team will focus on criteria, spatial analysis and refinement of options for managing the sites. Consultant expertise is required to analyze the location and site characteristics, and to develop a cost model for RTA decision-making.	
Please specify the purpose of other costs N/ A	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	I-90 Corridor Bus Enhancements Planning
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$336,000
Local Match Amount	\$84,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$420,000

Description and Justification

Brief Description: Planning for mid-term and long-term bus enhancements to complement and leverage bus service improvements and managed lane facility planned as part of the I-90 ISTHA reconstruction project. Supporting agencies are Pace and the Illinois State Toll Highway Authority..

Major Tasks (up to 20)

1. Planning and conceptual design for bus-related infrastructure enhancements for portions of I-90 Corridor outside the I-90/ ISTHA right-of-way, including arterial TSP, priority lanes/ queue jumps, bus stop enhancements, park and rides, and transit centers.
2. Further evaluation of transit elements for I-90 not resolved in current RTA/ ISTHA "I-90 Transit and Supporting Highway Infrastructure Study" to be completed Fall 2012.
3. Strategic Vision for I-90 Corridor to guide continued implementation of enhanced bus service in the I-90 Corridor beyond the implementation of Pace's I-90 Market Expansion Project, including consideration for interface with Kennedy Expressway on the east end of the corridor and coordination with Rockford Metropolitan Agency for Planning at the west end of the corridor.
4. Financial Plan for implementation of Strategic Vision
5. Public and stakeholder outreach and involvement in plan development
- 6.

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State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.
Planning Work Toward GO TO 2040 Implementation

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Project would address: Advancing I-90 Managed Lanes included in the constrained plan. Inclusion of transit components as part of major highway projects; and establish a plan for enhanced transit services and infrastructure for coordination with local land use and development plans

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

Project will inform subregional land use planning by establishing a plan for transit corridors and infrastructure.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Project will contribute to I-90 Managed Lanes project on the Constrained Project list, the Regional Transit Signal Priority project, and 2040 goals for increased transit use. Further, this work advances on recommendations found under Implementation Action Area 3:

- "Prioritize among potential bus service increases, extensions and new service using regionally consistent criteria"

- "Include transit components as part of major highway capital projects"

- "Conduct detailed studies of prioritized corridors, and continually develop and evaluate major projects"

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

Yes - I-90 Value Planning Study, I-90 Transit and Supporting Highway Infrastructure Study, Pace's I-90 Market Expansion Project and regional TSP and ITS planning.

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

RTA, Pace and ISTHA planning efforts will be advanced for improved transit accessibility to corridor employees and residents

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

RTA

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State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Final Report	Plan/ Program	9/ 1/ 13

Expense Breakdown	
Staff (including overhead) cost	\$120,000
Total Person Months	12
Consultant Cost	\$300,000
Other Costs	\$
Total Project Cost	\$420,000
Please specify the purpose of consultant costs and time line for expenditure Agencies do not have the resources to perform planning and conceptual design in-house.	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Commuter Benefits Market Analysis
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$176,000
Local Match Amount	\$44,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$220,000

Description and Justification

Brief Description: Commuter Benefits is an IRS allowance that permits individuals to have money deducted from their paychecks pre-tax to pay for their fares on public transit. The goal of the benefit is to encourage ridership. The RTA would like to gain a comprehensive understanding of how much Commuter Benefits is used in the region and how to encourage more employers and employees to utilize it. This analysis will look at the region on a macro level as well as the sub-region levels of the Central Business District and Suburban Markets.

Major Tasks (up to 20)

1. Develop a methodology and goals for the research
2. Solicit a firm to assist in the research and analysis
3. Survey employers and employees
4. Analyze information
5. Present information
- 6.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.
 Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

By gaining these insights, the RTA and the other transit agencies will be able to develop best practices for Commuter Benefits. By applying these, the transit agencies will be able to modernize transit services and programs to better serve the reverse commute and suburb-to-suburb markets, in addition to the traditional commute to the central business district market.

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

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Modernization of the public transit system through the adoption of best practices.

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

No

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

All of the transit agencies, as well as the various employers and employees in the region.

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

RTA

Products and Completion Schedule

Product	Product Type	Completion Date
Survey Data	In-house	4/ 15/ 2013
Final Report	Outside distribution	6/ 1/ 2013

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$20,000
Total Person Months	2
Consultant Cost	\$200,000
Other Costs	\$0
Total Project Cost	\$220,000
Please specify the purpose of consultant costs and time line for expenditure The RTA does not have the resources to perform this research in-house. Therefore it is recommended to hire an outside consultant (firm) to perform the research and analysis. Additionally, by using an outside firm, results may not be perceived as being biased.	
Please specify the purpose of other costs	

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	2010 CTPP/ACS Work-Trip Data Extraction, Analysis and Mapping Tool
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$84,000
Local Match Amount	\$21,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$105,000

Description and Justification

Brief Description: The purpose of this project is to create an interactive Origin / Destination tool for the transit / transportation planners of the Chicagoland region. In 2012, the Census will be releasing a new transportation dataset which, unlike the 2000 data, is derived from multiple sources and will have annual updates. This project will create a tool where users can interactively select origin and destination pairs from either a form or map. Users will have a choice to have the trip results reported in a table and/ or as a desire-line map.

Major Tasks (up to 20)

1. Identify and download required ACS/ Census data and schema (including identifying scheduled updates for annual update procedure)
2. Identify necessary GIS geographies and schema.
3. Develop input forms and mapping interface so user can select origin, destination, and related attribute data.
4. Develop reporting structure of tables, graphs & maps.
5. Identify annual update procedure.
6. Build and program the application.

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.
Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

This research and analysis tool will help RTA, CMAP, Service Boards, etc... use the best data available while planning for modernization of the public transit system.

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

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Modernize the Region's Transit System: Adopt best Practices in New Technologies.

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

Not really - It will replace an out-dated application.

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

All transit service boards, planning agencies, non-for-profit agencies, consultants and the public.

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

RTA

Products and Completion Schedule

Product	Product Type	Completion Date
On-Line (Intra/ Internet) application	Outside distribution	10/ 2012

Expense Breakdown

Staff (including overhead) cost	\$20,000
Total Person Months	2
Consultant Cost	\$75,000
Other Costs	\$10,000
Total Project Cost	\$105,000

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Please specify the purpose of consultant costs and time line for expenditure

This project involves advanced Java and GIS programming that is beyond RTA staff capabilities.

Please specify the purpose of other costs

Potential additional cost to update servers or processors.

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Cook DuPage Corridor Study, Smart Corridors Plan and Design Study
Sponsoring Agency	West Central Municipal Conference
FHWA/FTA Amount Requested	\$222,655
Local Match Amount	\$55,664
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$278,319

Description and Justification

Brief Description: Smart Corridors Phase 2

Major Tasks (up to 20)

1. Conceptual Design of 4 corridors
2. Concept of Operations
3. Assessment of Existing Conditions
4. Technology Scan
5. Maintenance and Operational Plan

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Competitive Justification: Please identify the regional focus area associated with this project.

Local Technical Assistance

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Efficient Governance and Regional Mobility

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

This project will achieve regional land use and economic development goals by identifying smart corridor models to serve regional employment centers. This project will achieve these goals by getting more efficiency out of existing transportation infrastructure through the use of technology.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Pursue coordinated investment

Invest strategically in transportation

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

Cook DuPage Corridor Study, completion of the Smart Corridors element

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

Communities throughout the West Cook and the DuPage County area will have model smart corridor designs that they can use to implement across multiple jurisdictions. The Cook DuPage Smart Corridors can serve as a pilot for smart corridors for the entire region, and lessons learned and project implementation can be modeled in other areas of the region.

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

Locally donated staff time and office resources

Products and Completion Schedule

Product	Product Type	Completion Date
Conceptual Design of 4 corridors	Plan/ Program	June 2013
Concept of Operations	Plan/ Program	Oct. 2012
Assessment of Existing Conditions	Plan/ Program	Aug. 2012
Technology Scan	Plan/ Program	Nov. 2012
Maintenance and Operational Plan	Plan/ Program	Feb. 2013

FY 13 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$55,664
Total Person Months	12
Consultant Cost	\$222,655
Other Costs	\$
Total Project Cost	\$278,319
Please specify the purpose of consultant costs and time line for expenditure Cambridge Systematics would continue and complete the Smart Corridors Plan and Design currently underway as part of the Cook DuPage Corridor Study	
Please specify the purpose of other costs	