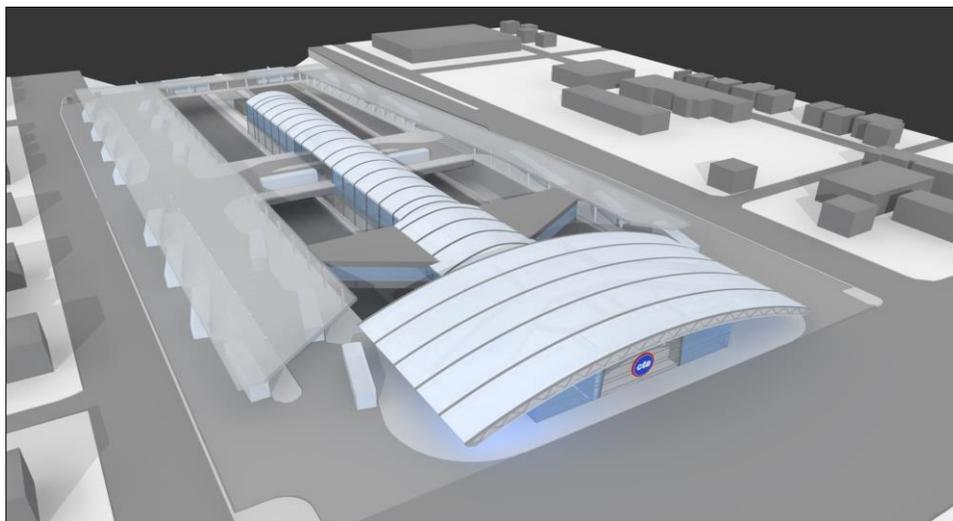




Chicago Transit Authority



## 95<sup>th</sup> Street Terminal Improvement Project



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**Overview**

The Chicago Transit Authority (CTA) is proposing the 95<sup>th</sup> Street Terminal Improvement Project for consideration for a Transit Investment Generating Economic Recovery (TIGER) Discretionary Grant. The Project would **reduce pedestrian and bus congestion, reduce travel times and improve accessibility and safety for riders** at the 95<sup>th</sup> Street Terminal, which is **CTA's fourth busiest rail station and a major bus terminal.**

The CTA is also requesting a TIFIA direct loan to support the project. With TIFIA and TIGER Grant funding, CTA will be able to promote livability, economic competitiveness and passenger safety by reducing commute times, better managing surrounding traffic, enhancing the customer experience and offering an efficient station that safely separates passengers and vehicles.

The 95<sup>th</sup> Street Terminal provides critical transportation to the South Side of Chicago and serves a community in which approximately 40% of the workers in the area use transit, bike or walk to work. Commute times for the South Side area are longer than the average commute times in Cook County; **this project will directly impact area residents who are burdened with longer commutes.** The 95<sup>th</sup> Street Terminal is a major transit center served by many CTA and Pace Bus Routes as well as Greyhound Service. The station is a transit hub for students who rely on public transportation to get to schools throughout the Chicago region. It provides complementary paratransit service to all ADA eligible riders, who because of a disability are not able to use CTA's regularly scheduled fixed route buses. The station also serves an economically distressed and largely minority community.

**I. PROJECT DESCRIPTION**

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CTA is requesting grant funds to provide for expansion of the 95th Street Terminal, which is a multimodal facility located at the terminus of CTA Red Line trains. The Red Line operates 24 hours per day, has a peak hour frequency of 3.5 - 5 minutes in the peak direction and 5-7 minutes in the off-peak direction and contributes 40% of the total CTA rail ridership. The 95<sup>th</sup> Street Terminal is the fourth busiest CTA rail station and is also a major bus terminal with the largest number of bus routes serving any rail station on the CTA system. Currently 13 CTA, 5 suburban Pace routes, and numerous intercity bus routes serve the facility throughout the day. The terminal is also a paratransit drop-off location. Total 2011 ridership indicates that the terminal currently serves approximately 4 million annual rail passengers, including those transferring from buses to rail, and an additional 1.3 million annual bus passengers, who transfer between buses. The facility is currently inadequate in several key areas. The proposed project will improve accessibility and safety for riders by relieving congestion, adding new bus bays, widening customer waiting areas, adding a terminal entrance, and providing pick-up/drop-off space for disabled paratransit riders.

**Location**

The 95<sup>th</sup> Street Terminal is located at the southern end of the CTA Red Line in the Dan Ryan Expressway median. The facility is bound by a bus bridge to the North, 95<sup>th</sup> Street to the South, State Street to the East, and Lafayette Avenue to the West.

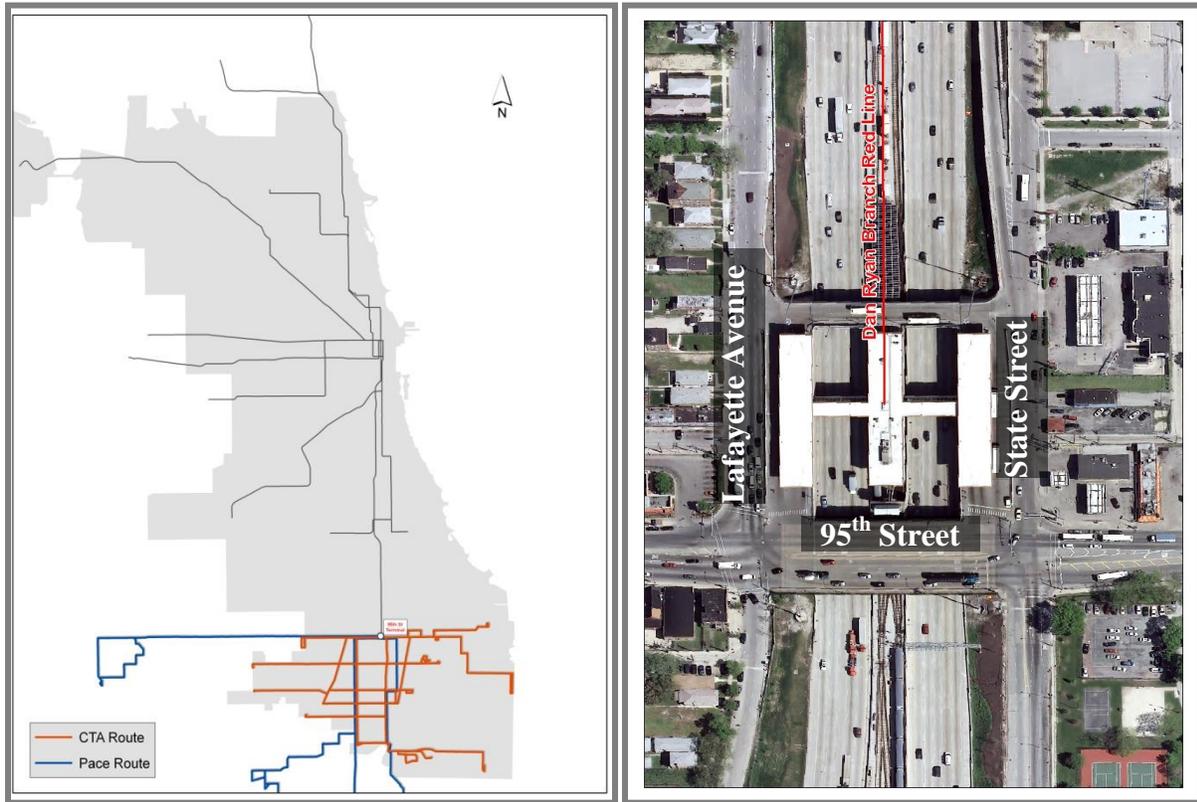


Figure 1: 95<sup>th</sup> Street Terminal Location with Connecting Bus Routes and Aerial View

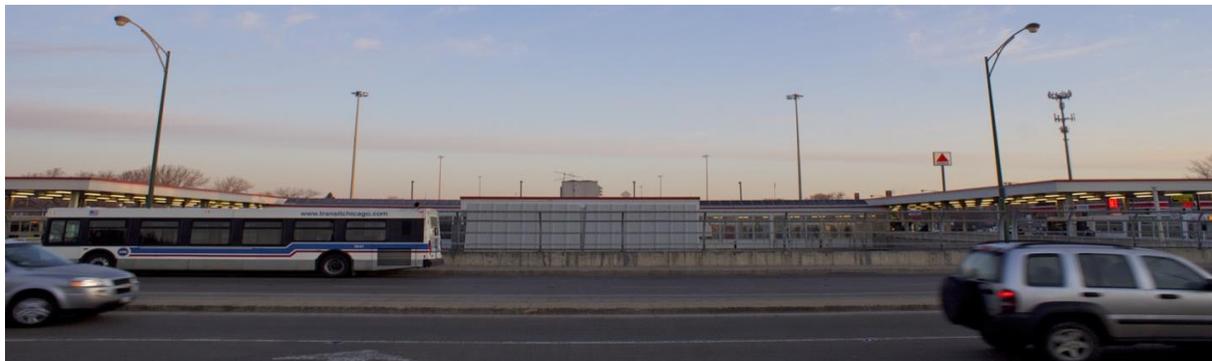


Figure 2: 95<sup>th</sup> Street Terminal View from 95<sup>th</sup> Street

**20-Year Build/No-Build Scenarios**

The Build scenario will provide congestion relief by the addition of new bus bays, widening of customer waiting areas, addition of a terminal entrance and exit, and by providing pick-up/drop-off space for disabled paratransit riders. When the improvements described in this application are completed, the 95<sup>th</sup> Street Terminal will be safe and friendly to pedestrians. The waiting and boarding areas will be wider and there will be a separation of pedestrian and vehicular flow.

The No Build scenario will result in no new major construction in the vicinity of the facility other than existing or committed projects in the Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Regional Transportation Plan, which includes Dan Ryan Track Renewal

project and Red Line Extension project. In future, transportation management measures, and/or signal projects may be constructed under the No Build alternative.

The CTA also has two major projects that connect with the 95th Street Terminal: the Dan Ryan Track Renewal project and Red Line Extension project. The Dan Ryan Track Renewal project includes state of good repair work at the 95<sup>th</sup> Street Terminal. The CTA is proposing to renew the Dan Ryan track system including replacement of rails, ties, ballast, and drainage improvements between the State Street Subway Portal north of the Cermak-Chinatown station and 95<sup>th</sup> Street Terminal. The Red Line Extension Project is a proposed 5.3-mile extension that begins at the 95th Street Terminal and extends southward to the vicinity of 130th Street and would include three new intermediate stops near 103rd, 111th, and 115th streets, as well as a new terminal station in the vicinity of 130th Street. The 95th Street Terminal project is designed to complement these projects.

### **Transportation Challenges**

Pedestrian and bus congestion is a daily problem at the CTA's Red Line 95th Street Terminal, affecting overall performance of the facility, reducing operational efficiency, and resulting in a poor customer experience. Limited employment options on the South Side of Chicago means that residents need to travel long distances to the Chicago Central Business District or other regional employment centers. The area's strong dependence on the Red Line to reach these opportunities, coupled with a constrained street network and deficiencies of the 95th Street Terminal, result in longer travel times. According to the 2009 American Community Survey (ACS), commute times for the South Side are longer than the average commute times in Cook County. Despite the challenges, transit ridership in this area is strong, and the population is highly transit-dependent. The infrastructure improvements planned for this project seek to address the following challenges:

- Make facility safe and friendly to pedestrians
- Separate pedestrian and vehicular flow
- Widen waiting and boarding areas
- Provide protection from the elements for pedestrians
- Provide a continuous accessible route for pedestrians
- Enhance terminal visibility, connectivity, and accessibility
- Improve pedestrian facilities to meet ADA requirements
- Increase safety and efficiency of bus operations
- Eliminate bus delays due to congestion
- Separate boarding and alighting areas
- Increase rail platform space

### **Existing Conditions**

Bus operations around the 95th Street Terminal are difficult because of the number of buses that require access, surrounding traffic levels, and restrictive roadway geometry. The area surrounding 95th Street Terminal is congested due to the high number of vehicles entering and leaving the Dan Ryan Expressway. In addition, the street network in the area is characterized by

a lack of east-west through streets over the expressway and residential streets which are not appropriate for bus traffic. Buses serving the 95th Street Terminal must use the terminal to change direction because the existing street network is not conducive to on-street turnaround operations. *Figure 3* shows the existing 95<sup>th</sup> Street Terminal layout and conditions.

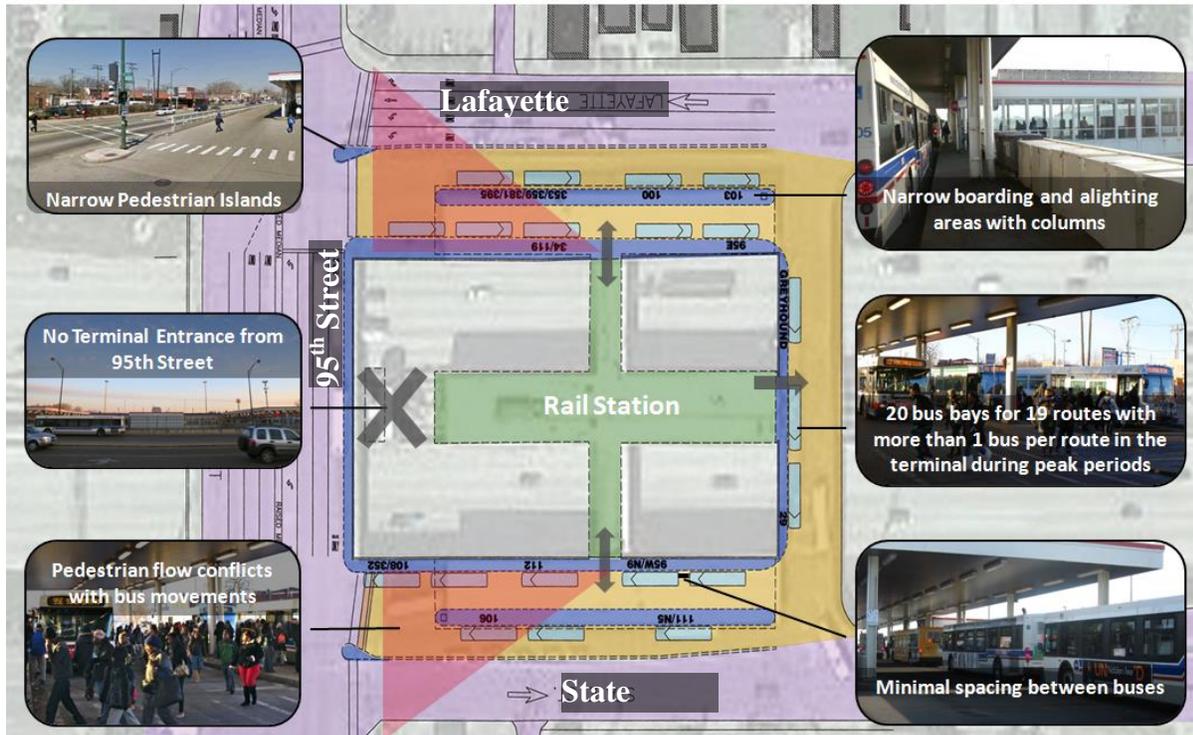


Figure 3: Existing 95<sup>th</sup> Street Terminal Layout and Conditions

### Bus Bays at the 95<sup>th</sup> Street Terminal

Bus bays are over capacity for the number of routes served and are currently operating at or above 100% during peak periods. Eighteen CTA and Pace bus routes utilize bus bays at the 95th Street Terminal. Of these, two CTA routes and one Pace route operate infrequently or during overnight hours and do not require a bus bay in the morning peak period. In addition to CTA and Pace, Greyhound Lines occupies a bus bay in the terminal. Thus, a total of 16 bus routes require at least one bus bay during the morning peak. Several of these bus routes have more than one bus at the same time in the terminal. Based on procedures in the Transit Capacity and Quality of Service Manual, at least 27 bus bays are required in the peak 15 minute time period. Since the 95th Street Terminal bus terminal contains only 20 bus bays, the Terminal is currently over capacity.

### Boarding and Alighting at the 95<sup>th</sup> Street Terminal

The absence of separate boarding and alighting areas creates potential conflicts between passengers and bus movements. Typical CTA terminal operations at other locations involve the use of separate boarding and alighting areas. At the 95th Street Terminal, CTA does not follow normal procedures due to lack of space for a drop-off area. A drop-off area at other existing CTA facilities is approximately the size of three to five bus bays. All available bus bays at 95th Street

Terminal are assigned to one or more bus routes. Bus routes assigned to bus bays in the western and northern bus areas drop off and pick up customers at the same location, which creates pedestrian congestion on the narrow islands from unloading passengers conflicting with waiting customers. Bus routes assigned to the eastern bus area currently drop off passengers in the outer bus travel lane of the western bus area. Dropping off passengers in the western through lane occasionally prevents other buses from entering the terminal and causes buses to queue up along 95th Street waiting to enter the Terminal.



Figure 4: CTA and Pace Buses in Constraint Space

#### Spacing Between Bus Bays at 95<sup>th</sup> Street Terminal

The Terminal has linear bus bays with buses parking parallel along narrow sidewalks and passenger boarding islands. The current spacing between buses is about 6 feet, which is less than ideal and not sufficient for a bus to maneuver in and out of the bay without the bus in front of it moving ahead.

#### No Direct Access from 95th Street Terminal

Pedestrian access to the 95th Street Terminal is limited by the facility's location within the Dan Ryan Freeway median. The rail station does not have direct visibility, accessibility, and connectivity from 95<sup>th</sup> Street and passengers accessing the station must do so by maneuvering through the bus travel lanes.

#### Pedestrian Flow at 95<sup>th</sup> Street Terminal

All pedestrians accessing the facility must cross one or two bus travel lanes and multiple bus waiting areas. Buses at the 95th Street Terminal are often delayed because of high volume of pedestrians walking in or across the bus travel lanes. (See *Figure 5*). Pedestrians that walk in the bus travel lanes are at risk due to the number of buses that maneuver within the Terminal. The collisions between buses and pedestrians represent 40% of all collisions with pedestrians

experienced on the CTA bus routes serving the terminal. (See *Table 7*). In other words, the area around the station is much more likely to be the scene of a pedestrian incident than other locations on these routes.



Figure 5: Pedestrians walking in bus lanes at 95<sup>th</sup> Street Terminal

Small pedestrian islands and narrow sidewalks at the Terminal restrict flow. The internal sidewalks are 5-8 feet wide, do not provide enough space for pedestrian and bus customer demand, and are only partially covered in the bus areas. The supporting columns for the canopy are located along the internal sidewalks and further obstruct pedestrian movement.

#### Insufficient Space for Disabled Riders

When large numbers of waiting bus customers are present, the internal sidewalks become so congested that they no longer function as accessible routes. (See *Figure 6*). The insufficient space can force some pedestrians to walk in the bus travel lanes and all but eliminate access to the 95th Street Terminal for disabled customers. Even without pedestrian and bus customer congestion, the internal sidewalks are difficult for disabled customers to use, as they have varying cross-slopes, specifically in the Northeast and Northwest corners, which exceed the ADA minimum cross-slope of two percent. The internal sidewalks are also too narrow to allow for the normal deployment of a bus wheelchair ramp.

#### No Paratransit Pick-up/Drop-off Space

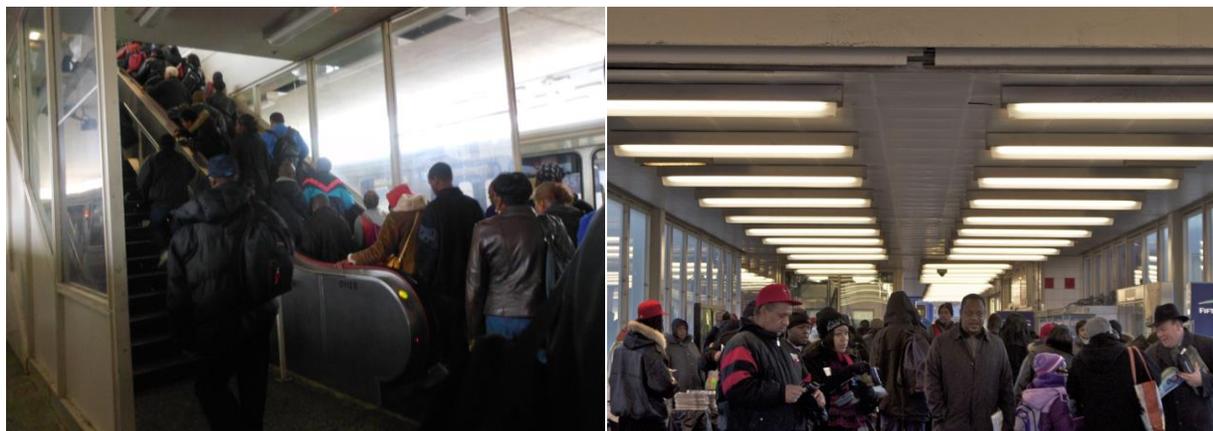
In addition to the fixed-route bus and rail service, the terminal is also a paratransit drop-off location for the Regional Transportation Authority's (RTA) ADA paratransit program. However, paratransit vehicles do not currently have a designated unloading space and must unload passengers outside the terminal because of space constraints.



Figure 6: Narrow Side Walks

#### Limited Platform and Station Space Impede Riders

The 95th Street Terminal has a center rail platform that provides access to northbound and southbound Red Line trains. The platform is designed to accommodate 8-car trains and is approximately 9,300 sq. ft. There are numerous structural members, vertical circulation elements, information kiosks, maintenance lockers, and rail operations shanties located on the platform all of which serve different functions. These components impede pedestrian circulation, disrupt continuous accessible routes, especially for mobility-impaired customers, and reduce the usable area of the platform to approximately 7,900 sq. ft. The usable area of the platform is generally sufficient to handle the pedestrian congestion associated with the boarding or alighting of a single train. However, the platform is not properly sized to handle the pedestrian congestion that occurs during peak periods, when some customers wait to board a northbound train and other customers simultaneously alight a southbound train. During these instances, customers share the same limited space to board/alight, wait, and walk to and queue in front of the vertical circulation elements. The congestion is further increased by the presence of the railcar maintenance staff with cleaning carts, who must service each southbound train before it can return to service as a northbound train. The rail platform needs to be expanded to provide more space for customers to circulate unimpeded, queue at vertical circulation elements, and wait to board and to store utilities that are needed at the platform level. Eleven standard and one wheelchair-accessible fare gates separate the 95th Street Terminal unpaid and paid areas.



*Figure 7: Space constraints for riders at the 95<sup>th</sup> St. Terminal*

Queues form at the fare gates during peak hours immediately following train alightings, slowing the flow of customers between the paid and unpaid areas. During peak hours, customers waiting for service at the concession vendor often queue outside the commercial space, further blocking pedestrian travel in front of the fare gates.

#### No Kiss-n-Ride and Park-n-Ride Facility

The 95th Street Terminal was not designed to provide vehicle access to personal vehicles. Nor are there any designated parking spaces for automobiles. However, a number of automobiles, including CTA vehicles, police cruisers, and other official vehicles, are parked along the eastern edge of the outermost bus lane of the eastern bus area. Some informal Kiss-n-Ride and Park-n-Ride happens in the vicinity of the terminal (e.g. gas station and McDonalds on the East and West side of the station, across the street).

#### Significantly Constrained Office and Utility Space

The CTA needs more space on the mezzanine level to accommodate the number of personnel assigned to the 95th Street Terminal. Specific needs include more efficient office space for managers, training space, dedicated storage space for documents and filing, expanded space for the terminal clerks, and a temperature-controlled IT space. The rail operations staff also needs more office space on the platform level. The CTA bus operators do not currently have any dedicated space within the 95th Street Terminal facility. Supervisors and bus drivers use the rail station house for bathrooms and breaks.

#### Intermodal Connections within the Region

The TIGER project in this application has both regional and national significance. It will provide enhanced accessibility and benefits to CTA riders connecting to the trains through various access modes including bus, bike-and-ride, park-and-ride, walking, and car sharing. Ridership data indicates that of all the riders that board the Red Line at 95<sup>th</sup> Street Terminal, about 50% alight at Red Line stations south of the central business area, about 27% of the riders alight at Red Line stations in the Chicago central business area, about 13% of the riders alight at Red Line stations north of the central business area, and remaining 10% of riders transfer to other rail lines on the system.

There are several employment and community destinations within one mile of the Red Line station, south of the central business area that contribute to up to 50% of the rides at 95<sup>th</sup> Street Terminal. There are 9 colleges including Chicago State University and Illinois Institute of Technology, 5 health clinics, 16 high schools, 11 libraries, 4 post offices, 2 senior centers, 3 shopping centers, US Cellular Field, several churches, and many neighborhood stores.

## Regional Significance

CTA's 95<sup>th</sup> Street Terminal connects with 13 bus routes and 5 Pace bus routes. The station also serves as Greyhound Lines' *Chicago 95<sup>th</sup> & Dan Ryan, Illinois* station. Greyhound provides direct and/or connecting service nationwide and to locations both local and out-of-state, such as Chicago Union Station, Detroit, Minneapolis, St. Louis, St. Paul, Gary, etc. Package delivery service is also available at the site. Indian Trails also provides connections into the 95<sup>th</sup> Street Terminal several times per day. The Red Line provides easy access for Greyhound travelers to several locations.

The project area includes expressways, regional arterials, truck routes, intermodal connectors, secondary arterials and local streets. Expressways within the area include I-57 and I-94 Dan Ryan/Bishop Ford. Average daily traffic (ADT) on I-94 Bishop Ford ranged from 129,000 west of King Drive to 156,800 north of 130<sup>th</sup> Street. The Average Daily Traffic (ADT) on I-57 ranged from 145,900 north of 119<sup>th</sup> Street and 125,300 north of 127<sup>th</sup> Street. Leading to downtown Chicago, the I-94 Dan Ryan Expressway is one of the busiest expressways in the nation with an ADT of 300,000.

## National Significance

The CTA's Red Line, via a connection with the Blue Line, provides access to O'Hare International Airport, one of the busiest in the world and Midway International Airport via the Orange Line. Chicago is the only city in America that provides direct rail transit to two major airports. Chicago's airports are the economic engine of the region, generating 540,000 jobs and \$45 billion dollars annually in economic activity. There are more than 1,500 Department of Aviation employees at O'Hare and Midway, and about 45,000 badged airport employees. There are 85 million annual passengers traveling through O'Hare and Midway with 1.13 million annual flights. Many of these employees and passengers use the Red Line to connect with the Blue Line for access to and from the airports. On an average weekday about 150 people travel from 95<sup>th</sup> Street Terminal to the two airports.

A Greyhound Bus Terminal also exists at the 95<sup>th</sup> Street Terminal. Intercity buses offer connecting services to much of North America. Buses arrive and depart several times per day including direct and/or connecting service nationwide and to nearby locations such as Chicago Union Station, Detroit, Minneapolis, St. Louis, St. Paul, Gary, Indianapolis, Champaign, Rockford, Bloomington, Springfield, Milwaukee, South Bend, and Benton Harbor.

**Detailed Scope of Work** - Proposed expansion of the 95<sup>th</sup> Street Terminal includes the following elements:

- Expand the bus terminal to the North by additional decking over the Dan Ryan expressway and additional embankment on the shoulders of the expressway to provide six new bus bays

including two larger bays for articulated buses and increased spacing between the bus bays for enhanced safety.

- Expand the bus terminal to the West by taking one lane from Lafayette Street. Lafayette Street currently has four lanes and one of the lanes is under-utilized. Additional space from the lane would be used to widen the sidewalks and bus platforms that are used by customers while waiting, boarding and alighting. The sidewalks and bus platforms are currently 5 feet to 8 feet wide and would be widened to 12 feet to accommodate the number of customers and prevent overflow of customers into the bus pathways.
- Expand the sidewalk on the East side of the terminal, adjacent to the expressway by cantilevering over the expressway. Build new canopies in the bus terminal to cover these newly expanded areas and provide protection to waiting, boarding and alighting customers.
- Extend the rail terminal to the South and provide direct entrance from 95<sup>th</sup> Street for enhanced visibility, connectivity, and accessibility.
- Extend the rail terminal to the North to connect to expanded bus terminal and provide additional internal circulation space to better serve the number of customers using the terminal.
- Add more fare gates to speed-up the passenger flow.
- Add two additional escalators and one additional elevator for increased vertical capacity and to better accommodate handicap passengers at the station.
- Extend the rail platform to the South and North to provide additional platform space for passengers waiting, boarding, and alighting and for rail car maintenance functions.
- Transit Signal Priority (TSP) improvements to increase the number of peak hour buses that could enter and exit the terminal, thereby reducing the onsite bus circulation issues while improving bus on-time performance.
- Expand and reorganize office and utility space for better operations.
- Expand the concession space for rider convenience and placemaking.

It is envisioned that the area to the east of the terminal could be redeveloped for Park-n-Ride and transit oriented development, creating a vibrant community anchor to complement a 21st century rider experience. This proposed redevelopment is not part of this grant. **Although terminal expansion work in this project is defined at this time, work elements can be scalable depending on funding availability.**

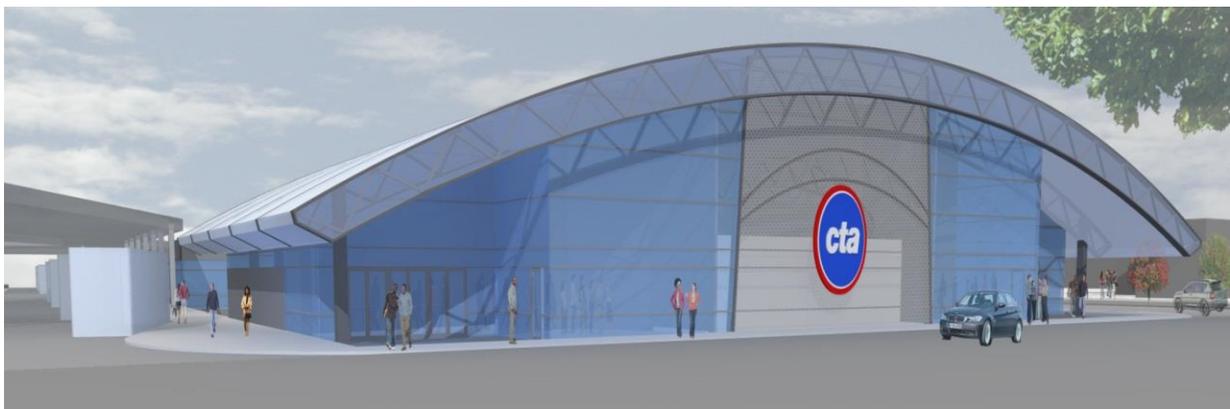


Figure 8: After construction: 95th Street entrance and facade (conceptual rendering)

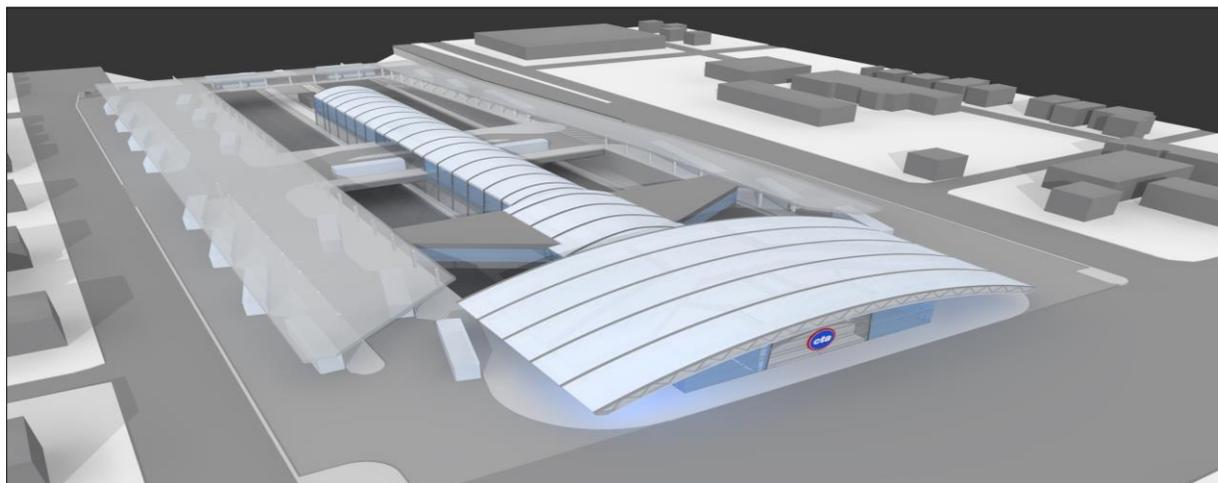


Figure 9: After construction: overhead view (conceptual rendering)

## II. PROJECT PARTIES

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The CTA provides essential bus and rail transportation throughout the City of Chicago, as well as to 40 suburban destinations. It is one of the few public transit systems in the world to run 24 hours a day, 365 days a year. As the nation's second largest transit operator, the CTA provides nearly 1.7 million rides on an average weekday. CTA is responsible for 83 percent of the public transit trips in the six-county Chicago metropolitan area and in coordination with Metra commuter rail, Pace suburban bus service, and private bus operations is a critical component of the integrated regional transit system. The region's transportation system – both transit and highways – support the economy of the region, provide access to jobs and other personal and business travel needs, and support development throughout the area and region.

## III. GRANT FUNDS AND SOURCES/ USES OF PROJECT FUNDS

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The proposed project, *95<sup>th</sup> Street Terminal*, will require a total budget of \$140M to implement. CTA is requesting \$40M in Federal funds under the TIGER Discretionary Grant program and \$46M from the TIGER TIFA Payments program. The remaining \$54M is available using Federal formula funds and State / CTA funds. The additional funding from local and State sources highlights the regional support for this project. Funds noted below as FTA Formula Funds are locally directed federal funds and further exhibits local support for the project. The agency is making a non-Federal contribution in excess of the required local match. However, this project cannot be readily and efficiently completed without Federal assistance. The tables below detail the sources and uses of funds for the project:

**Table 1: Sources of Funds**

Element	Estimated Costs
TIFIA Loan	46,000,000
FTA Tiger Discretionary Grant Program	40,000,000
FTA Formula Funds	29,000,000
CTA Local Funds	15,000,000
Illinois Department of Transportation Bonds	10,000,000
<b>Total</b>	<b>140,000,000</b>

**Table 2: Uses of Funds**

Element	Estimated Costs
Preliminary Engineering	5,600,000
Final Design	4,870,600
Construction	81,160,800
Project Management for Design & Construction	6,087,000
Construction Administration & Management	7,303,900
Insurance	1,298,400
Permits, Review Fees, etc.	3,246,000
Survey, Testing, Inspection	2,029,000
Force Account Work	4,057,800
Estimated TIFIA Credit Charge	3,680,000
Contingency	20,669,500
<b>Total</b>	<b>140,000,000</b>

CTA is proposing significant improvements along the remaining length of the Red Line using local resources. The agency recently started **Red Ahead**, a comprehensive program for maintaining, modernizing, and expanding Chicago’s most-traveled rail line. The program includes three major improvement projects on the Red and Purple Lines between Linden Terminal on the North and the proposed 130th Street Terminal on the South. All three projects are mutually beneficial; an improvement in one area of the Red Line benefits the entire Red Line.

Dan Ryan Track Renewal

The CTA is proposing to renew the Dan Ryan track system including replacement of rails, ties, ballast, and drainage improvements. The \$425 million renewal project, funded entirely with State of Illinois Bonds, would occur between the State Street Subway Portal north of the Cermak-Chinatown station and 95<sup>th</sup> Street Terminal. This is further evidence of the CTA’s ability to provide funds to improve and maintain its system.

Local Share

Plans are underway to seek a secured loan for \$46 million through the TIFIA program. CTA expects to pay the TIFIA loan with a lien on farebox revenues generated by users of the CTA. Farebox revenues are a steady source of operating income for the CTA, and farebox collections exceeded \$527 million in 2011. Farebox revenues have an established history and are not project specific; therefore CTA does not expect that a feasibility study will be required.

The State of Illinois has authorized a capital construction bond program, *Illinois Jobs Now*, which includes funding for mass transit agencies to replace, upgrade and enhance infrastructure systemwide. This program authorizes state funding over a five-year period, which began in FY

2010 and ends in FY 2014. In 2010, the CTA received an appropriation of \$253.7 million under this program. The CTA will use State bond funds in future years as local match for this project.

The Regional Transportation Authority (RTA), which provides administrative and financial oversight over the three service boards in the region, has a long history of supporting CTA's capital program with general revenue and bonding authority. The CTA also has bonding resources and other funds for this project as needed.

#### **IV. Selection Criteria**

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The 95<sup>th</sup> Street Terminal Improvement project meets the project evaluation selection criteria outlined in the January 31, 2012, *Federal Register*.

##### **a. Long Term Outcomes**

- i. State of Good Repair: *Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.***

This terminal is listed as one of the critical needs on the system, and addressing this transit terminal will help reduce CTA's \$10B State of Good Repair backlog. The useful life of a bus terminal/rail station is estimated to range from 20 to 40 years and the 95th Street Terminal is approaching the end of its useful life. Originally constructed in 1969, the 95th Street Terminal had some improvements in 2001, including station-wide improvements to flooring, heating/air-conditioning, lighting, telephone and public address systems and ADA accessibility upgrades with an elevator. Even though the 95th Street Terminal areas received minor improvements in 2003, underlying circulation issues were not addressed. This project will address bus terminal and station elements that are in a state of disrepair and will improve bus and pedestrian circulation. These improvements will **minimize life cycle costs** by addressing the underlying infrastructure deficiencies. This in turn will decrease annual rehabilitation costs, which would be required to maintain the terminal if the current condition is not addressed.

Station upgrades include new platform canopy framing and skylights, reconditioning platform floor and repairing/sealing tactile edging, repairing and painting the station's exterior curtain wall, painting throughout the stations' interior surfaces, and new energy efficient signage, among other improvements to the lighting, electrical and plumbing systems. At the terminal/street level, CTA will correct non-ADA compliant sidewalk ramps and cross-slopes, will install benches and bike racks and will improve refuse collection, among other ancillary improvements.

Through the TIGER grant, this project would be greatly expanded to address critical capacity issues at the bus terminal. This project will improve bus operations by adding new bus bays with adequate spacing, improving pedestrian circulation with separate wider customer boarding and alighting areas. New bus canopies will be installed throughout the terminal, replacing existing deteriorated canopies, and CTA will install additional accessible curb ramps and paratransit pick-up/drop-off space. These changes will dramatically improve pedestrian safety and comfort at the terminal, will ease congestion with bus traffic, and will provide for an easier-to-maintain facility.

These improvements will also have a significant positive impact for customers with disabilities, both by improving circulation and with the specific ADA improvements.

These deferred improvements are now needed to address the Terminal's circulation issues and state of good repair issues, and to complement the Dan Ryan Track improvement slated for completion in 2013. The terminal rehabilitation work will improve the overall performance of buses with more efficient movements, less idling times, and reducing pedestrian flow conflicts. This project will ensure that safe, reliable and convenient transportation continues to exist between O'Hare / Midway Airports, the Loop and Chicago's South Side. By addressing the underlying infrastructure issues, this project will minimize maintenance challenges, improve overall customer comfort and encourage transit ridership.

**ii. Economic Competitiveness: *Contributing to the economic competitiveness of the United States over the medium-to long-term.***

The 95<sup>th</sup> Street Terminal project will improve the long-term efficiency, reliability, cost competitiveness and sustainability of transit in the metropolitan Chicago area for years to come. This project addresses the efficiency of transit in the area through the elimination of delays through more efficient movement of buses and the reduction of pedestrian flow conflicts. The congestion relief gained through the improvements and expansion allows for an unrestricted flow of vehicles and people adding to the safety of all involved and reducing travel times for each passenger.

Reliability is also augmented with increased accessibility due to the more efficient flow of vehicles and people, cutting down wait times for buses, and in turn, allowing customers to take advantage of the increased confidence in on-time performance and consistency of the service offering. Increased ADA accessibility also serves another segment of the community with the same improvements. The customer experience itself becomes more consistent and pleasant with improved protection from the elements, increased comfort of the station, the safety upgrade, and the confidence that delays and congestion have been reduced and /or eliminated.

The long-term cost competitiveness also increases. The increased ridership in bus and rail, enhanced concession and lease revenue, and the minimization of maintenance and operational challenges all translate into more fare revenue captured or less money spent on operations, allowing the CTA to be less dependent on public funding in both the short and long term.

Sustainability is met on two fronts: the reduced environmental impact of the station found in the more efficient movement of vehicles with the resulting reduction in engine idle times and increased fuel efficiency and the creation of a more efficient transit center, fostering intermodal activity between the 18 feeding bus routes, the Red Line and its connectivity to both of Chicago's major airports. This new augmentation of intermodal transit increases access to jobs and shopping, thus adding to the economic vitality of the region for years to come.

**iii. Livability:** *Fostering livable communities through policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.*

The Chicago region has a very diverse population that is highly dependent on the CTA to provide access to jobs, schools and other essential destinations. The following section addresses the six **Livability Principles** developed by DOT with HUD and EPA as part of the Partnership for Sustainable Communities and the four criteria in the NOFA (*in italics*).

**Provide More Transportation Choices** – Livability Principle #1

*Livability Improvement #1 - Will significantly enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers.*

Limited employment options on the South Side means that residents need to travel long distances to the Chicago Loop or other regional employment centers. The area’s strong dependence on the Red Line to reach these opportunities, coupled with a constrained street network, result in many lengthy bus trips to access the 95th Street Terminal. According to the 2005-2009 American Community Survey (ACS), commute times for this area are longer than the average commute time in Cook County (See *Figure 10*). During 2005-2009 the Cook County average commute time was 33 minutes while the study area<sup>1</sup> average commute time was 37 minutes. About 350,000 people live in the study area. Bus and pedestrian congestion in the terminal causes bus delays at the terminal and traffic delays in the surrounding arterial streets.

Bus circulation within the terminal is slow due to tight turns and the frequent presence of pedestrians in the driveways. Dropping off passengers in the through lane of the west terminal occasionally prevents buses from entering the terminal and buses “stack up” along 95<sup>th</sup> Street waiting to enter the terminal. The cumulative bus delay from 7:00 to 9:00 a.m. at the 95th Street Terminal is nearly one hour and 14 minutes, based upon the number of buses accessing the bus terminal. Currently, there are 115 buses entering the 95th Street Terminal, each with a delay of 38 seconds. Applying the 38 second delay per bus to the passenger volumes results in 34.4 hours of total passenger delay each weekday morning peak period.

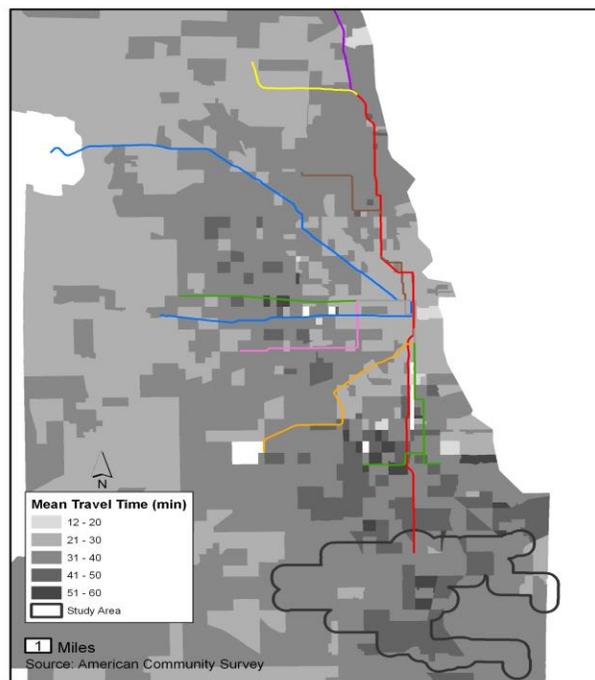


Figure 10: Average Commute Times

<sup>1</sup> Study Area for this project is assumed to be the area within one mile radius of the station and one-half mile radius of the CTA bus routes serving the station. It is expected that people in this area would directly benefit from the project.

The proposed improvements would eliminate bus delays by providing more bus bays, segregating boarding and alighting, eliminating conflicts between bus movements and pedestrian movements, and transit signal priority.

Additional bus bays and TSP improvements would also reduce the traffic congestion at the 95<sup>th</sup> Street Terminal since the buses would find space to timely enter the terminal without blocking the intersection. With this grant, the resulting improved transit travel times and station aesthetics will make CTA service a more attractive alternative to driving. It is expected that the proposed improvements would lead to a 5% increase in ridership at the station, due to the improved flow, pedestrian capacity, bus performance, safety and ambience. Many recent CTA station reconstruction projects have produced ridership gains in excess of 5%.

## **Enhancing Points of Modal Connectivity**

***Livability Improvement #2** - Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets;*

### Increasing the Number of Modes Accommodated on Existing Assets

Proposed improvements will better and more safely accommodate all the existing modes at the station. Additionally, paratransit pick-up and drop-off location would be provided in the expanded station.

### Reducing Congestion on Existing Modal Assets

The primary goal of this project is to relieve pedestrian and vehicular congestion in and around the terminal and eliminate delays due to congestion. This would be achieved by expanding the bus terminal to the North by additional decking over the Dan Ryan expressway to provide three new bus bays and three new bus layover spaces and by expanding the bus terminal to the West by taking one lane from the Lafayette Street.

The Red Line runs in the median of Dan Ryan Expressway, providing South Side communities an alternate mode of travel to jobs in the Chicago central area. The average Annual Daily Traffic on the Dan Ryan Expressway is up to 250,000 vehicles (2009, IDOT), which is among the highest in Chicago. Average AM peak-period travel time on the expressway is estimated to be 12% longer than free-flow travel times and average PM peak-period travel time is estimated to be 43% longer than the free-flow travel times<sup>2</sup>.

The CTA coordinates planning efforts to link transit to complementary travel modes such as bicycling, car sharing and walking. The agency makes every effort to provide additional travel options for customers that extend the reach and flexibility of bus and rail service.

The 95<sup>th</sup> Street Terminal is a multimodal facility offering rail, bus, suburban bus, paratransit, and intercity bus service. It is the fourth busiest CTA rail station and is also a major bus terminal

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<sup>2</sup> Source: Chicago Metropolitan Agency for Planning. <http://www.cmap.illinois.gov/cmp/scans/90-94-kennedy-local>).

with the largest number of bus routes serving any rail station on the CTA system. The proposed station would provide better customer experience and encourage ridership. With 20,000 daily riders using the terminal, improvements will enhance the transit experience for customers and improve access. Improving a rail station not only enhances the surrounding neighborhood but it can also be a catalyst for transit oriented development and other development opportunities.

### Bus Connectivity

More than 1,000 CTA and Pace bus trips are made to/from the terminal daily. On an average weekday, 13,700 (September, 2011) customers access the facility through buses. Of this number, 68% transfer to rail and the remaining 32% transfer to another bus. The large number of bus-to-bus transfers is due to the high volume of bus routes that service the 95th Street Terminal and indicates its importance not only as a rail terminal but also a bus terminal.

### Rail Connectivity

The CTA's Red Line from 95<sup>th</sup> Street to Howard is the backbone of the transit system, and comprises 40 percent of all rail ridership. It provides high frequency, 24 hours daily service. The Red Line connects with five other CTA rapid transit lines and connects with or provides access to Metra's commuter rail service at Randolph Street Station, LaSalle Station and Van Buren Street Station.

### Park & Ride

The 95th Street Terminal was not designed to provide vehicle access to personal vehicles. No designated pick-up/drop-off area are located on-site, though some personal vehicles are able to enter the Lafayette Avenue driveway and drop-off passengers along the bus bridge south sidewalk, interrupting internal bus circulation and posing safety risks. The 95th Street Terminal does not have any designated parking spaces for automobiles. However, a number of automobiles, including CTA vehicles, police cruisers, and other official vehicles, are parked along the eastern edge of the outermost bus lane of the eastern bus area. Some informal Kiss-n-Ride and Park-n-Ride happens in the vicinity of the terminal. Kiss-n-Ride and Park-n-Ride improvements are not part of improvements included in this grant but are part of subsequent proposed phases.

### Pedestrian Access

It is estimated that 18 % of rail customers walk to the station. This is estimated based on CDOT Access to Transit Study conducted for several CTA rail stations to support analysis and long-term planning initiatives<sup>3</sup>. One of the key goals of this project is to make the facility safe and friendly to pedestrians by separating pedestrian and vehicular flow and widening pedestrian refuge islands at Lafayette Avenue and State Street, and enhancing station visibility, connectivity, and accessibility

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<sup>3</sup> 95th Street Terminal was not included in this study but it is likely that the mode split at the 95th Street Terminal would be similar to the 79th Station, which was included in this study.

## Bike Access

Many CTA customers choose to ride their bicycles to rail stations, often because they live or work in locations that are greater than walking distance to the station. For many people, the presence of bicycle parking at transit stops can make the difference between driving and taking transit.<sup>4</sup> Customers that bike to the 95th Street Terminal must dismount after entering the site because of the high level of pedestrian and bus congestion. Bicycles can be parked in a secure, protected area. The 95th Street Terminal has an 18 space bicycle rack and is located on the east side of the paid area, in view of both the fare gate attendant and the police substation. The bicycle rack is typically 90 percent full (2011 Counts). Additional bicycle rack is planned as part of the state of good repair work at the station. Proposed improvements would reduce pedestrian and bus congestion and provide safer and improved bike access to the terminal, which would encourage bike and ride as an attractive travel option.

## Paratransit

Disabled customers access the Terminal daily using paratransit service. Paratransit vehicles do not currently have a designated unloading space and must unload passengers across the street because of space constraints. Lack of direct access to the terminal deters some paratransit customers to transfer at the 95<sup>th</sup> Street Terminal as their connection point. These customers most likely transfer to another rail station further north that provides better accessibility. Proposed improvements would provide a paratransit pick-up / drop-off space at the terminal and would also improve station accessibility per modern standards. This may encourage additional paratransit customers to use the 95<sup>th</sup> Street Terminal as their transfer point.

## Intercity Bus

Intercity bus services, Greyhound and Indian Trails, also operate from the 95th Street Terminal. Greyhound has an office on the mezzanine level that is accessible from outside the 95th Street Terminal facility and fronts the bus bridge. Buses arrive and depart several times per day including direct and/or connecting service nationwide and to locations both local and out of state, such as Chicago Union Station, Detroit, Minneapolis, St. Louis, St. Paul, Gary, etc. Indian Trails also provides connections into the 95th Street Terminal several times per day. November 2011 data indicate that Greyhound and Indian Trail buses have approximately 10 daily buses using the facility from 7:00 a.m. to 6:00 p.m. Additional buses also travel to the station after hours. Proposed improvements would continue to provide a bay for intercity buses and office space as currently.

## **Improve Accessibility and Transport Services**

*Livability Improvement #3 - Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or will make goods, commodities, and services more readily available to these groups;*

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<sup>4</sup> Hunt, J.D. and J.E. Abraham. Influences on Bicycle Use. Submitted for presentation at the 1998 Transportation Research Board Annual Meeting, July 1997; and U.S. Department of Transportation Federal Highway Administration. Guidebook on Methods to Estimate Non-Motorized Travel: Supporting Documentation Publication No. FHWA-RD-98-166, July 1999.

Low Income – Transit investments improve mobility for economically disadvantaged populations. Within the study area, 18.4% of the population is below the federal poverty level (ACS 2005-2009). Seventeen percent of all CTA customers report incomes at or below the federal poverty level. Compared to the area served by the CTA, in Cook County, only 15 % of population is at or below the federal poverty level. (Customer Satisfaction Survey, 2008). The average household income for CTA customers was \$51,924 in 2008.

Licensed Drivers / Automobile Ownership – Within the study area, 16% of the households do not own a car and can be considered transit dependent (ACS 2005-2009) and 19% of the workers use transit as compared to 17% in Cook County.

Table 3 below shows there has been a continual increase in the percentage of “choice” customers riding the CTA as defined by access to transit and the ability to use a vehicle. Rail customers are significantly more likely to be choice riders overall.

CTA Customers	All Customers			CTA Rail Customers		
	2003	2006	2008	2003	2006	2008
Licensed Drivers	66%	70%	71%	77%	79%	83%
Automobile Ownership	68%	69%	64%	76%	76%	77%

Table 3: Access to an Automobile – 2003 – 2008

People with Disabilities - Less than one in ten CTA customers (8%) report having a disability, while fifteen percent of residents sixteen and older report having a disability within the Chicago metro area overall. This is nearly double that reported by CTA’s regular customers. (See Table 4). Station improvements including added paratransit pick-up and drop-off space will help make the bus and rail system more accessible to disabled customers.

CTA Customers	All Customers			CTA Rail Customers		
	2003	2006	2008	2003	2006	2008
Pct. With Disability	6%	9%	8%	4%	6%	5%

Table 4: Percentage of CTA Customers with a Disability – 2003 to 2008

Senior Riders – As indicated in Table 5, the average age of CTA’s riders increased by about 7 years from 2003 to 2008. Twelve percent of CTA rail customers reported to be 65 and over in 2008. Within the study area, 13% of the population is over 65 years old (ACS 2005-2009). Improving accessibility of the station will improve transportation for seniors.

CTA Customers	All Customers			CTA Rail Customers		
	2003	2006	2008	2003	2006	2008
Pct. 65 years and Older	10%	13%	16%	5%	7%	12%
Mean age	39.6	42.4	45.5	37.8	40.4	44.7

Table 5: Age of Senior Riders – 2003 to 2008

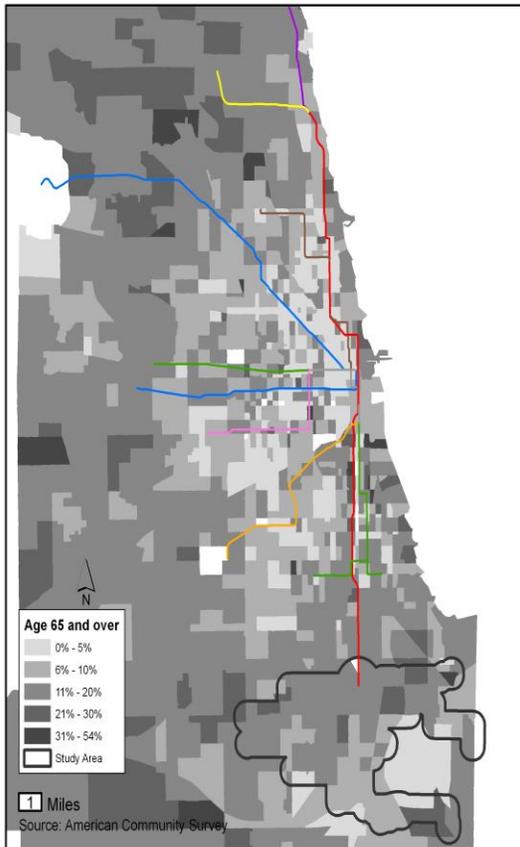


Figure 10: Population: Age 65 and Over

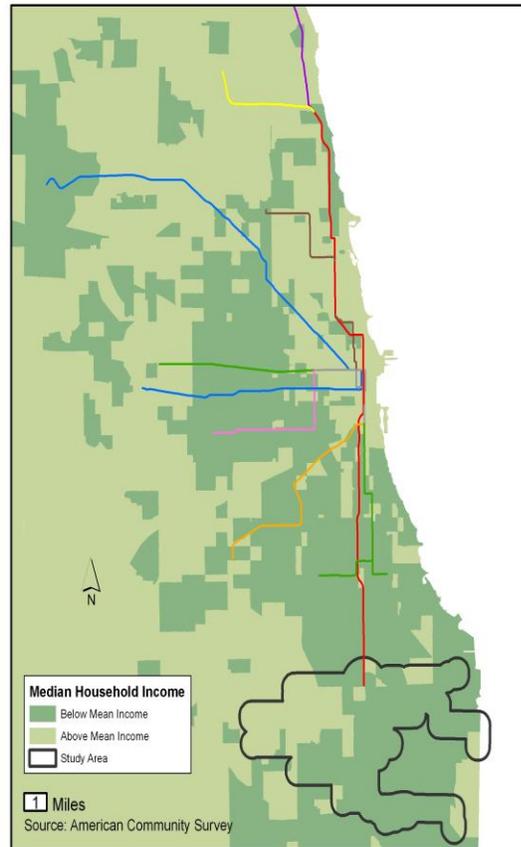


Figure 11: Median Household Income

***Livability Improvement #4*** - *Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process?*

CTA works closely with the various communities it serves, coordinating transportation and land-use planning decisions and encouraging community participation. CTA enjoys considerable support in the community because it supports the quality of life in the Chicago metropolitan area including accessibility, reduced traffic congestion and air pollution, walk-able and bike-able communities, and excellent modal connections. Additional information on the planning process is discussed later.

**Promote Equitable, Affordable Housing** – Livability Principle #2

The 95th Terminal study area provides direct transit access to the 350,000 residents living in the study area. There are about 20,000 zero-car households, or 16% of all the households in the study area. The annual median income of this area is \$48,500. The area population is 76% minority. Population around one mile of the station is 100% minority. Locating near transit helps families lower the combined cost of housing and transportation, and improvements to the reliability and customer experience benefit these families directly.

The Center for Neighborhood Technology (CNT)'s Housing + Transportation (H+T®) Affordability Index, using the most recent census data, indicates that average housing costs are about 22% of the household income in the study area as compared to 27% in Cook County, which means that there is affordable housing in the study area<sup>5</sup>. Improved transit would make this affordable housing attractive and improve livability in the study area. Housing + Transportation (H+T®) Affordability Index also indicates that average transportation costs are about 21.5% of the household income in the study area as compared to 19.5% in Cook county . Improved transit would also lower the average transportation costs by attracting people from other modes to low cost transit options. Currently 19% of the workers in the study area use transit for commuting.

**Enhance Economic Competitiveness** – Livability Principle #3

The South Side of Chicago has seen many of its major employment centers close since the 1980s, with a loss of around 20,000 jobs. Despite these losses, the area has remained an active industrial center in the region. Since the late 1990s employment has been increasing. Several area businesses have expanded, including the Ford Motor Company in South Deering, offsetting some of the job losses from previous years.

**Support Existing Communities** – Livability Principle #4

The 95th Terminal Study area serves several community areas, including Calumet Heights, South Deering, West Pullman, South Chicago, Pullman, Hegewisch, Auburn, Gresham, Chatham, Beverly, Washington Height, Morgan Park, Riverdale, Roseland, East Side, Burnside, and Mount Greenwood. Additionally, the Pace bus routes feeding into the station serve several suburban cities including Alsip, Hometown, Calumet City, Riverdale, Oak Lawn, Evergreen Park, Blue Island, Dolton, and Calumet Park. The median income in the study area is \$ 48,500 and the population is 350,000 (2010 US Census). Investment in transit infrastructure would support the existing community and bring benefit to areas of the community that need additional development.

**Coordinate Policies and Leverage Investment** – Livability Principle #5

The City of Chicago is focusing on stabilizing, improving and redeveloping communities in the South Side area. As a result, the City has designated several Tax Increment Finance (TIF) districts, Redevelopment Areas (RA), and Industrial Corridors in the study area. There have been numerous market studies<sup>6</sup> performed in the study area to identify economic development opportunities. These studies have recommended:

- The need to increase the supply of sites available to retain growing companies and attract new ones,
- develop large parcels to overcome perceptions of disinvestment,
- assemble large sites near intermodal facilities and market to major regional distributors,

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<sup>5</sup> <http://www.cnt.org/>

“Housing Costs factored as a percent of income has widely been utilized as a measure of affordability. Traditionally, a home is considered affordable when the costs consume no more than 30% of household income.”

<sup>6</sup> Chicago Industrial Market and Strategic Analysis, Strategies for Business Growth in Chicago Neighborhoods, Commercial Market Assessment Michigan Avenue Corridor in Roseland, Residential Market Analysis for the 9<sup>th</sup> Ward (Draft), Moving Chicago Far South District Analysis (Draft)

- provide transportation support to TIF development projects,
- create proactive programs to identify and retain companies faced with expansion,
- develop comprehensive labor force development efforts,
- increase presence of commercial services franchises,
- explore potential for back-office development, and
- address unmet retail and grocery store demand.

The proposed project would support existing efforts to improve livability and economic competitiveness of in South Side communities.

***Value Communities and Neighborhoods*** – Livability Principle #6

The residents who live in the community and use CTA’s Red Line are largely reliant on transit for mobility. Improvements to the transit infrastructure will help make Chicago a more livable community by increasing safety, improving the connectivity of our transportation network, reducing congestion, improving air quality, and improving health outcomes.

***iv. Sustainability: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.***

The proposed project is crucial to sustaining long-term Red Line ridership by making needed efficiency improvements to the 95<sup>th</sup> Street Terminal; in turn, the project will help to displace potential auto trips to promote a more sustainable transportation system.

The Red Line accounts for nearly 40% of annual CTA rail ridership (81.7 million trips in 2011), and the Dan Ryan branch accounts for roughly 20% of Red Line trips (16.7 million trips); of these, roughly one quarter originate at the 95<sup>th</sup> Street Terminal (4.0 million trips). In addition to these originating rail trips, the terminal also serves a substantial number of CTA passengers who transfer from one bus route to another at 95<sup>th</sup> Street Terminal without boarding Red Line trains (1.3 million trips).

***Mode Shift Benefits***

Projected mode shift benefits from sustaining Red Line and 95<sup>th</sup> Street Terminal ridership are derived from a CTA-internal model which takes as inputs rail and bus ridership, and produces as outputs projected emission reductions of CO<sub>2</sub>/criteria pollutants and associated social benefits due to diverting equivalent auto trips. Since the model is based solely on mode shift, it does not account for additional benefits from congestion reduction; thus, total benefits are likely understated.

CTA electric rail trips are significantly more efficient than auto trips, with per-passenger mile emission reductions ranging from 80% for CO<sub>2</sub>, to 86% for NO<sub>x</sub>, to more than 99% for VOCs, based on the regional power mix.<sup>1</sup> Applying these factors to total annual Red Line boardings, the proposed project in combination with planned Dan Ryan track renewal and RPM projects is expected to help sustain an annual offset of 19.2 million auto trips, 118.3 million auto miles, and 4.9 million gallons of motor fuel.

Net emissions benefits are derived by combining tons produced from transit operations and tons displaced from diverted automobile trips. Projected annual emission reductions and social benefits due to total Red Line ridership and the 95<sup>th</sup> Street Terminal rail boardings and bus transfers are summarized in *Table 6* below.

Pollutant	Total Red Line Boardings		95 <sup>th</sup> Street Terminal Boardings/Bus Transfers	
	Emissions Reduction	Social Benefit	Emissions Reduction	Social Benefit
CO <sub>2</sub>	48,279 tons	\$1,583,564	2,375 tons	\$77,901
NOX	133 tons	\$531,073	3 tons	\$13,639
VOC	207 tons	\$351,223	11 tons	\$19,134
<b>Total</b>	<b>48,619 tons</b>	<b>\$2,465,860</b>	<b>2,389 tons</b>	<b>\$110,674</b>

*Table 6: Annual Emissions Reductions/Social Benefits of 95<sup>th</sup> Street Terminal Boardings*

*Congestion Reduction Benefits*

The planned improvements will also yield congestion reduction benefits for buses which circulate within the 95<sup>th</sup> Street Terminal. Under current conditions, an insufficient number of bus bays and ongoing passenger-pedestrian-bus conflicts lead to significant terminal delays.

Currently, there are 115 buses entering the 95th Street bus terminal every weekday from 7:00 to 9:00 a.m., each with an average delay of 38 seconds due to space constraints and pedestrian conflicts; thus, cumulative weekday bus delay at the terminal is nearly one hour and 14 minutes. Applying the 38-second delay per bus to the passenger volumes of these buses results in 34.4 hours of total passenger delay each weekday morning. The proposed terminal improvements are projected to significantly reduce terminal delay and associated local and global emissions due to excess idling.

***v. Safety: Improving the safety of U.S. transportation facilities and systems.***

CTA’s mission is to ensure the highest degree of safety for CTA customers, employees and the public. This is achieved by identifying and eliminating or controlling safety hazards during the operation of transit service, construction and maintenance. The 95<sup>th</sup> Street Terminal is a 40 year old facility that needs to be expanded to ensure enhanced safety for CTA customers, CTA operations, and surrounding street traffic.

Due to space constraints and associated pedestrian and vehicular congestion, following conditions exist at the station that leads to a less-than-optimal safety environment:

- Pedestrian flow conflicts with bus movements
- Linear spaced bays with minimal 6 feet separation between buses
- No separate boarding and alighting bays
- Narrow sidewalks and pedestrian islands
- Congested internal circulation areas with limited vertical circulation

Between Jan. 1, 2009 and Jan. 31, 2012, there were 59 station incidents involving rail passengers at the 95<sup>th</sup> Street Terminal<sup>7</sup>. Escalator incidents accounted for 26, or 44% of these 59 incidents, with incidents on stairs (12) and platform (10) accounting for an additional 37%. During this time period, there were 96 incident reports at or near the 95<sup>th</sup> Street Terminal (within approximately 3 blocks)<sup>8</sup>. Incidents below are categorized as Collisions (w other vehicle, w CTA vehicle, w pedestrian, or w fixed objects), as Passenger incidents (boarding, alighting or on board), or as Miscellaneous safety-related incidents. The 96 incidents break down as shown in *Table 7* below.

<i>Incidents</i>	<i>Count</i>
Collision w/Other Vehicle	40
Collision w/ CTA Vehicle	19
Collision w/ Pedestrian	15
Collision w/ Fixed Object	7
Boarding	6
Alighting	4
On Board	3
Miscellaneous	2
<b>Total</b>	<b>96</b>

*Table 7: Bus Incidents at or Near 95<sup>th</sup> Terminal*

- Of the 40 collisions involving other vehicles, 8 appear to involve Pace buses, and 1 involves a Greyhound bus.
- The 6 collisions with pedestrians represent 40% of all collisions with pedestrians experienced on the subject routes during the subject period. In other words, the area around the station is much more likely to be the scene of a pedestrian incident than other locations on these routes.
- There were 56 injuries reported in the SIS incidents near the 95<sup>th</sup> Street Terminal (with 31 resulting from passenger incidents and 23 occurring during collisions).

The planned station improvements would increase both safety and security for CTA customers, CTA operations, and surrounding street traffic by:

- Separating pedestrian and vehicular flow
- Sawtooth bus bays with adequate spacing will provide needed maneuvering space
- Separating boarding and alighting areas
- Widening waiting and boarding areas
- Enhancing station visibility, connectivity, and accessibility by connecting the stationhouse to 95<sup>th</sup> Street

<sup>7</sup> The source of this data is CTA Control Center Logs (CA & Rail Log) compiled on a monthly basis.

<sup>8</sup> The source of this data is the (SIS) database

- Expanding internal circulation areas with additional escalators for improved vertical circulation



Figure 12: After construction: Wider boarding & alighting areas (conceptual rendering)

### **b. Job Creation & Near Term Economic Activity**

#### Job Creation

Capital investments in public transportation generate business activity which creates jobs, boosts property values and gets more people to work. According to research performed by the APTA, a \$10 million transportation capital investment translates into 310 additional jobs and an increase of \$30 million business sales. Given the scope of the 95<sup>th</sup> Street Terminal improvement, this project could spark the addition of 4,340 jobs and \$420 million of additional business activity – in an economically depressed metropolitan area which is experiencing unemployment rates significantly above the national average. Based on other CTA station improvements, CTA estimates that ridership at the 95<sup>th</sup> Street Terminal will grow 5% after the improvements are made, with an additional \$922,000 annually expected to flow to CTA through fare collections.

#### Near Term Economic Activity

With the project construction set to commence in June 2013 (design, and engineering, 6/30/13), construction activities will last for two years through June 2015. This project is virtually shovel ready with job creation and residual benefits from job creation and increased system access and connectivity accomplished in 2013 - 2015. Due to the quick turnaround time for completion of the construction, the benefits of the return of ridership to pre-construction levels and the subsequent ridership growth in the near term, the benefits of the project will be felt early in the life cycle of the project.

The improved access and capacity at the 95<sup>th</sup> Street Terminal will allow a greater number of those in the South Side of Chicago to connect with both of Chicago's major airports and other destinations throughout the Chicago metropolitan area. The project will also facilitate access to the jobs in downtown Chicago, the O'Hare Airport and the surrounding industrial and commercial businesses as well as the near Southwest corridor served by Midway Airport. This economic base will now be more readily accessed due to this project. Increased connectivity and

capacity at the Terminal will enable better access to this job base and centers of economic activity.

**c. Innovation**

Enhanced digital signage will be installed at the 95<sup>th</sup> Street Terminal. Recently CTA has developed several tools to provide useful travel information to customers.

- Real-time bus and train arrival information is provided to customers in a variety of formats, including personal mobile devices and electronic display boards. Newer digital screens provide more clarity and flexibility for different types of information, including customer alerts displaying information on service disruptions.
- In addition, CTA has started a project to provide real-time bus arrival information at bus shelters. The system provides the information visually on an LED screen and also has an audio component.

**d. Partnership**

CTA's transit service is coordinated with other local transit operators such as Pace and Metra through the mechanism of the RTA. The three service boards all work together to provide coordinated and cooperative transportation throughout the entire region. CTA's capital projects are a well-planned extension of the RTA's needs and the chosen projects are consistent with statewide planning goals. Local support is demonstrated by the availability of local match and letters of support for the project are included as attachments.

The unique location of the 95th Street Terminal, within the Dan Ryan Freeway median, involves oversight by multiple jurisdictions. The Illinois Department of Transportation (IDOT) owns and maintains the freeway median beneath the facility and the 95th Street bridge, south of the 95th Street Terminal. The facility itself was constructed by the City of Chicago and is operated and maintained by CTA. The surface streets to the west and east of the 95th Street Terminal, Lafayette Avenue and State Street, respectively, are owned and maintained by the Chicago Department of Transportation (CDOT).

CTA, the City of Chicago, CDOT and IDOT have a long history of working together to implement major transportation projects including the extension of the CTA's rapid transit system to O'Hare and Midway International airports and rehabilitation of rail stations throughout the system. We anticipate working together on other projects in the years to come.

**e. Results of Benefit Cost-Analysis**

When all costs and benefits have been monetized for the 95th Street Terminal Improvement project, the Net Present Value of the project is \$82.9 million when discounted at 3% and \$1.8 million when discounted at 7%. The project will generate benefits of \$345 million and costs of \$141.3 million prior to discounting. For the purposes of this analysis, the costs and benefits were laid out over 25 years to arrive at these amounts and estimates are thought to be conservative. Several of the selection criteria were addressed in compiling the BCA: Safety, Economic Competitiveness, Livability and Sustainability comprised elements where monetary values could be assigned and calculated. (*See Appendices B, C, and D*).

Detailed costs included the projected expenditures for the 95th Street Terminal Improvements, the monetized time loss due to existing congestion and delays at the terminal, and the monetization of the ridership gain (since the average fare less the variable cost of one rail trip is negative, as ridership increases, the variable losses also increase). Detailed benefits include the impact on ridership revenue, the monetized benefit of improved intermodal access, the monetized benefit of the travel time savings, the reduction in emissions from diverted automobile traffic, the monetized benefit of congestion relief, the monetized effect of the customer's perceived benefit of station improvements, monetized benefit of enhanced safety and reduction in injuries, savings due to increased operation efficiency, and finally concession and advertising revenue.

Sensitivity testing was also used to evaluate the efficacy of this investment. CTA evaluated the impact of higher/lower operating and capital expenditures and higher/lower monetized benefits. (See Appendix E for Sensitivity analysis).

## V. PROJECT READINESS and NEPA

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### Project Schedule and Station Design

The project will improve access for riders by adding new bus bays, widening customer waiting areas, adding a terminal entrance, and providing pick-up/drop-off space for disabled riders. Because this project is critical to CTA's state of good repair initiative, CTA has initiated pre-planning, such as project planning documents and operating activities. The preliminary project scope of work, cost estimates and schematic design have been developed. CTA anticipates design for this project will be completed by March 1, 2013 and the two year construction period will begin by June 30, 2013.

Funding Award	June 2012
Planning/Programming	Completed
Design- Station Rehabilitation Complete	March 1, 2013
Station Construction to Begin	June 30, 2013
Construction – Station Rehabilitation Substantial Complete	June 30, 2015
Project Closeout	August, 30, 2015

### Environmental Approvals

The CTA is very knowledgeable about NEPA requirements and have implemented complex transportation projects by successfully developing Environmental Impact Statements, Environmental Assessments (EA), Documented Categorical Exclusions and Categorical Exclusions.

The CTA is currently collecting and analyzing environmental data and material for the project. The CTA will be developing an Environmental Assessment (EA) for the project and will be working closely with FTA, the Illinois Historic Preservation Agency, the City of Chicago and other agencies and organizations throughout the process. Public meetings will be conducted to allow for input and recommendations from the community. The EA will be completed by January 31, 2013.

**Legislative Approvals**

CTA has the legal authority to apply for Federal grants and is a regular recipient of FTA grant funds. Legislative approval is not needed for the project proposed in this application. The CTA has sought and received support for its proposal from local and elected officials. Letters of commitment showing existing or confirmed collaboration and partnerships are included as part of this application's supporting documentation and these demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

**State and Local Planning**

The project in this grant application is consistent with the Chicago Metropolitan Agency for Planning's (CMAP) "Go To 2040" – the transportation plan for the Chicago region. The CTA project is included in the *Regional and State Transportation Improvement Programs (TIP/STIP)*. CTA has representatives on CMAP's Policy Committee and Transportation Committee. The CTA's TIGER project has been coordinated with other local transit operators such as Pace and Metra through the Regional Transit Authority (RTA). The project is also part of the RTA's Transportation Plan and Capital Improvement Program.

**Technical Feasibility**

The CTA has extensive experience with major Federal transportation capital projects. In recent years, the CTA has successfully completed two FTA Full Funding Grant Agreements on-time and within budget: the \$482 million renovation of the Douglas Branch of the Blue Line (renamed Pink Line in 2006) and the \$530 million Brown Line Expansion Project.

CTA has experienced staff knowledgeable of Federal regulations and procedures including procurement, financing, engineering and construction. CTA has written procedures for grant administration, project management plan, procurement and construction. CTA follows guidelines for grant administration and management, as described in FTA's Master Agreement and Circular 5010.1D. As a recipient of Sections 5307, 5309 and 5339 funds and two New Starts Full Funding Grant Agreements, CTA has demonstrated it has the technical capacity needed to administer a grant under the FY2012 TIGER program.

**Financial Feasibility**

CTA has a long history of funding and carrying out major transportation projects. The CTA is familiar with all Federal financial accounting regulations including a grant tracking system, financial accounting, fund disbursements, financial management and audit documentation. CTA also has a long history of managing FTA grant funds including using TEAM, ECHO payments and other grant management procedures.

CTA has authorized and appropriated local and State funds available for the project. In addition, the CTA has other resources including operating funds that are available for the local share or as contingency for the project.

**I. FEDERAL WAGE RATE CERTIFICATION**

	<p>FORREST CLAYPOOL President CHICAGO TRANSIT AUTHORITY</p>
	<p>567 West Lake Street Chicago, Illinois 60661-1498 TEL 312-681-5000 FAX 312-681-5005</p>

March 12, 2012

The Honorable Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue Ave SE  
Washington, DC 20590

**Re: TIGER Discretionary Grants**

Dear Secretary LaHood:

Federal Register, Volume 77, Number 12, January 31, 2012 states in Section VII, Subpart C:

*"an application must include a certification, signed by the applicant, stating that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2011 Continuing Appropriations Act"*

The Chicago Transit Authority (CTA) will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2011 Continuing Appropriations Act if the CTA receives any TIGER funding.

Sincerely,

  
Forrest Claypool

VII. Description of Material Changes Made to Pre-application Form

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The CTA indicated on the Pre-application form that it would not seek TIGER TIFIA payments. However, following submittal, the agency decided to pursue this option.