

Innovation, Coordination, and Enhancement (ICE)
 Program Guide and Application
 June 2008

ICE PROGRAM APPLICATION

(Applicants only need to complete and return pages 6 through 12).

APPLICANT INFORMATION

Date	August 8, 2008
Legal Name of Applicant	Village of Skokie
Contact Person	Fred Schattner
Street Address	5127 Oakton Street
City / State / Zip Code	Skokie, IL 60077
Email	Fred.Schattner@Skokie.org
Phone Number	(847) 933-8231
Fax Number	(847) 673-0525

Organization Type

- Service Board
 Transportation Agency
 Local Government

Partnering Organization and Contact Information (if applicable)

Partnering Organization	
Contact Person	
Title	
Street Address	
City / State / Zip Code	
Email	
Phone Number	
Fax Number	

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PLANNING

PROJECT INFORMATION

- 1) Project Title: Skokie Swift Oakton Street Station Area Improvements
- 2) Provide a brief description of the project. If the project has multiple elements (i.e., operating and capital elements), please include a description of how these elements relate to each other. For operating projects or components, please include anticipated hours of operation by day of week.

In 2006, the Village of Skokie was awarded congestion, mitigation, and air quality (CMAQ) funding to provide Chicago Transit Authority (CTA) Yellow Line service to Oakton Street in Downtown Skokie. The funding was for the construction of a station building and necessary rail modifications. Additional funding is needed for area improvements surrounding the anticipated Oakton Street Station that will contribute to the coordination and integration of the station into the existing environment (see Attachment A, "Downtown CTA Oakton St. Station Site Improvement Plan"). Area improvements in need of funding include:

1. Signalization at the intersection of Searle Parkway and Skokie Boulevard;
2. Bus, taxi, and vehicle drop off lanes;
3. Sheltered waiting areas and entrances;
4. Pedestrian improvements;
5. Shared vehicle, kiss and ride, and bicycle parking; and
6. Landscape improvements.

- 3) Describe the geographic boundaries of the project. Applicants must attach a map (8.5 x11) depicting the project boundaries.

The project is approximately bound by Searle Parkway to the north, Skokie Boulevard to the east, Oakton Street to the south and the CTA Yellow Line tracks to the west (see Attachment B).

- 4) Explain what connections or service enhancements the project would provide to key destinations and activity centers. Be as specific as possible in identifying significant destinations and/or markets served. Estimate the number of daily passengers that will be served.

The area improvements will serve Downtown Skokie. This area includes the Illinois Science + Technology Park, high density residential areas, small scale commercial businesses, and Oakton Community College. There are currently 3,700 jobs and 3,730 housing units in Downtown Skokie. 2020 projections reveal that there will be between 5,900 to 8,900 jobs and 4,000 to 5,000 total housing units. The CTA Yellow Line will connect Downtown Skokie to the City of Chicago through the Howard Street Station. The bus interconnection at the station site will link Downtown Skokie to Westfield Old Orchard Shopping Center and the office research park in Northwest Skokie.

Prior to the announcement and development of the Illinois Science + Technology Park, a Parsons Brinckerhoff study indicated that, by 2030, Oakton Station ridership will be between 900 and 1,200 boardings per average weekday. In 2007, the Village adopted a Comprehensive Plan amendment for Downtown Skokie that should further increase ridership.

5) Specify which elements your project includes (check all that apply). Each element of a project will be evaluated separately in accordance with the selection criteria.

Design and/or Engineering (Recommended 80% RTA / 20% Local Match)

Capital (Recommended 80% RTA / 20% Local Match)

- Physical Improvements
- Vehicles/Rolling Stock
- Technology
- Other Capital

Operating (Recommended 50% RTA / 50% Local Match, 2 year limit)

6) Specify the type of project (check all that apply).

Coordination (go to question 7)

- Information Coordination
- Physical coordination
- Service Coordination
- Fare Coordination

Innovation (go to question 8)

- Service
- Facilities
- Technology
- Other

Enhancement (go to question 9)

- Service
- Facilities
- Technology
- Other

7) Explain in detail how this project would enhance the coordination and integration of regional public transportation services.

N/A

8) Explain in detail the innovative aspects of this project in relationship to improving the quality and delivery of public transportation services.

The Oakton Street Station will make available to Downtown residents a safe and rapid link to the Howard Street Station, employment opportunities in Chicago, and assist with reverse communiting patterns in Skokie. Based on 2000 Census Block Group statistics, 4 out of 6 block groups located in the area of the station were more than 50% low-income. The 2 remaining block groups were greater than 31% low-income.

9) Explain in detail how this project would enhance the quality and delivery of public transportation services.

Riders' needs extend beyond the construction of station infrastructure. The requested area improvements will accommodate the various methods in which riders travel to and from the station. There will not be any long-term parking at the site. Improvements are necessary to enhance bus interconnection, kiss and ride, and pedestrian access to the site.

SIGNALIZATION AND PEDESTRIAN IMPROVEMENTS. Crossing busy arterials to reach transit stops can discourage use. By providing a signalized intersection at Skokie Boulevard and Searle Parkway, an island between lanes of traffic along Skokie Boulevard, and articulated pedestrian crosswalks, both accessibility and safety are improved.

DROP OFF LANES. Providing bus, taxi, and vehicle drop off lanes integrates safe and efficient access for riders using motorized transportation.

SHARED VEHICLE AND BICYCLE PARKING AND STORAGE. Designated parking for 30 shared vehicles and bicycles is a basic and required amenity for transit stations in suburban locations. The parking plans will also provide a taxi cab waiting area and bicycle storage facility.

SHELTERED WAITING AREAS AND ENTRANCES. Shelters provide protection from extreme and adverse weather conditions. Including shelters in the area improvements is an essential feature for rider comfort and station integration.

LANDSCAPING. Landscaping is required to improve the aesthetics of the site to create a pleasant walking environment and destination for Yellow Line riders.

10) How will the project be monitored and evaluated on an ongoing basis? What criteria will be used to establish the success of the project?

The project's success will be evaluated by Yellow Line and bus ridership numbers, which will be compiled on an ongoing basis. Reduced vehicle and vehicle/pedestrian accidents will be indicators of the intersection and traffic signal improvements.

11) Does your organization or agency already provide services similar to those for which you are seeking funds?

- Yes
 No

12) Does your organization intend to implement service and/or initiate the capital project within one year of grant execution?

- Yes No

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13) Please complete the following table that details the funding requested. If funding beyond 2009 is requested, fill out the latter portion of the table as appropriate. Please note that there is a two year funding limit for operating costs.

Eligible Project Activities	2009 Request			2010 Request			2011 Request		
	RTA Funding	Local Match ³	Total Cost	RTA Funding	Local Match ²	Total Cost	RTA Funding	Local Match ²	Total Cost
Operating- 50% match goal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital - 20% match goal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design and/or Engineering	\$2,591,200	\$647,800	\$3,239,000	\$0	\$0	\$0	\$0	\$0	\$0
Physical Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vehicles/Rolling Stock	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$2,591,200	\$647,800	\$3,239,000	\$0	\$0	\$0	\$0	\$0	\$0

14) For each element identified in question #13, describe the major items that are included in the estimated cost and how the estimate was derived.

Each identified cost is derived from the Village of Skokie's Engineering Department estimates.

INTERSECTION IMPROVEMENTS (\$624,000). Major items included in the physical improvements cost estimate include the following intersection improvements at Skokie Boulevard and Searle Parkway:

1. South bound right turn lane;
2. North bound right turn lane;
3. Pedestrian island;
4. Bus lane;
5. Pavement striping; and
6. Traffic signal.

³ If a local match is not to be provided, please attach a letter to the application detailing the justification for this decision.

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ACCESSORY IMPROVEMENTS (\$2,040,000). Major items included in the accessory improvement cost estimate include construction of following items throughout the project limits:

1. Pedestrian island;
2. Shared vehicle, kiss and ride, and bicycle parking;
3. Sheltered entrances and waiting areas; and
4. Drop off lanes.

STREETSCAPE IMPROVEMENTS (\$575,000). Major items included in the streetscape improvement estimate include:

1. Landscaping;
2. Lighting;
3. Street furniture; and
4. Sidewalks.

Cost estimates for the 3 major items of the project-intersection improvements, accessory improvements, and streetscape improvements--were derived from improvement costs at similar projects in the Village.

- 15) Indicate the source of local match for each year that funding is requested. If local match funds are being derived from an existing grant, please attach a copy of the grant agreement/contract or supporting documentation.

The 20% local match will be drawn from a combination of the Village's TIF, economic development, and general funds.

- 16) Is your organization committed to funding this project beyond the requested grant period? Yes No
If yes, please explain the nature of the commitment.

Implementing the described area improvements is a key component of the Village's longstanding commitment to improving its 530 acre downtown area. This commitment was formally adopted in 2007 and known as, "2020 Plan for Sector A: Downtown" (see Attachment C). Since the 2020 Plan has been officially adopted, funding area improvements will be assumed with certainty.

Questions 17-21 apply to capital projects and/or projects that have a capital component.

17) Is this project included in the 2008-2012 RTA Capital Program?

- Yes
 No

18) Does the project require additional planning, design and/or engineering before the project can be implemented?

- Yes
 No

19) Does any type of property need to be acquired for the project to be implemented?

- Property acquisition is not required
 Property acquisition is completed and ready for project implementation
 Property needs to be acquired for project to be implemented*

*The Village is currently in the process of purchasing required property at the northwest and southwest corners of Skokie Boulevard and Searle Parkway. Both property purchases will be completed in 2008 or early 2009.

20) Provide a detailed timeline for implementing the capital project. Include tasks to be accomplished, major milestones and decision points (see Attachment D).

21) How will the project be sustained for the long term benefit of the region? Who will be responsible for maintaining the capital asset after implementation, i.e., after construction and/or purchase?

Since the improvements will be primarily located on Village owned property, the Village of Skokie will be responsible for maintaining the area improvements through the Public Works Department. The Village currently maintains the parking and bus and taxi drop off areas at the Dempster Street Yellow Line Station. The improvements will be maintained with Village TIF, economic development, and general funds.

Questions 22-26 apply to operational projects and/or projects that have an operational component.

- 22) Indicate the proposed operator of the service. (Please note that any grantee that receives ICE funding for operations must implement service within one-year of grant execution.)
- Applicant will operate service
 - Service will be contracted out (if service is contracted out, please explain how an operator will be selected)
- N/A
- 23) Provide a detailed timeline for implementing the service. Include tasks to be accomplished, major milestones and decision points. (Attach as an addendum to the application.)
- 24) What is the applicant's plan to sustain service after the two-year time limitation for ICE funding? (Please explain below.)
- N/A
- 25) Please equate the total operating cost to either the equivalent of annual vehicle hours, annual vehicle miles or a similar measure that is appropriate for the type of service for which you are seeking assistance. As an example, if the total operating cost is \$50,000 and the project is a station shuttle service, then you may wish to express the equivalent in hours purchased or reimbursed. If the cost were \$100/hour to operate, then in this example you would be purchasing 500 hours of service.
- N/A

APPLICATION SIGNATURE

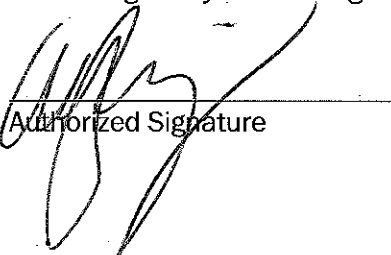
I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal, data collection, and managerial capability to implement and manage the projects associated with this application. This application should be signed by an official that is authorized to file grant applications and execute grant agreements.

Applicant Agency Village of Skokie

Project Title Skokie Swift Oakton Street Station Area Improvements

Name of Signatory Albert J. Rigoni

Title of Signatory Village Manager


Authorized Signature


Date