RESOLUTION 2023-001 **PASSED: JANUARY 9, 2023**

APPROVING A CONSULTING CONTRACT WITH SAM SCHWARTZ CONSULTING, LLC FOR A COMPREHENSIVE PUBLIC TRANSPORTATION STUDY IN THE AMOUNT OF $98,379.

WHEREAS, the City of DeKalb (the "City") is a home rule unit of local government and may exercise any power and perform any function pertaining to its government and affairs pursuant to Article VII, Section 6, of the Illinois Constitution of 1970; and

WHEREAS, on or around December 1, 2022, the City publicly opened bids for professional services for a commuter rail feasibility study with the lowest responsible bidder being Sam Schwartz Consulting, LLC. (the "Contractor") in the total amount of $98,379 pursuant to the bid attached hereto and incorporated herein as Exhibit A (the "Bid"); and

WHEREAS, the City's corporate authorities find that approving the Bid is in the City's best interests for the protection of the public health, safety, and welfare; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

SECTION 1: The recitals to this resolution are adopted and incorporated herein as Section One to this resolution.

SECTION 2: The City's corporate authorities approve the Bid and further approve, authorize, and direct the City Manager to enter into an agreement, in a form acceptable to the City Manager, with Contractor to provide professional services for a commuter rail feasibility study connection to the City of DeKalb.

SECTION 3: This resolution and each of its terms shall be the effective legislative act of a home rule municipality without regard to whether such resolution should (a) contain terms contrary to the provisions of current or subsequent non-preemptive state law, or (b) legislate in a manner or regarding a matter not delegated to municipalities by state law. It is the intent of the City's corporate authorities that to the extent this resolution is inconsistent with any non-preemptive state law, this resolution shall supersede state law in that regard within its jurisdiction.

SECTION 4: This resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a Regular meeting thereof held on the 9th day of January 2023 and approved by me as Mayor on the same day. Passed by an 8-0 roll call vote. Aye: Morris, Larson, Smith, Perkins, McAdams, Verbic, Faivre, Barnes. Nay: None.

CITY OF DEKALB STATE OF ILLINOIS

COHEN BARNES, Mayor

ATTEST:

Ruth A. Scott, Executive Assistant

TERMS AND CONDITIONS TO AGREEMENT BETWEEN SAM SCHWARTZ AND CITY OF DEKALB FOR PROFESSIONAL SERVICES

1. General

These Terms and Conditions, together with the executed proposal and any attachments thereto, and written modifications made after the date the proposal is executed, constitute the Professional Services Agreement ("Agreement") between SAM SCHWARTZ CONSULTING, LLC ("SAM SCHWARTZ") and the CITY OF DEKALB ("Client") to perform the scope of services described in *Attachment A, Description of Services and Time for Performance* ("Services") for the project identified in the proposal ("Project"). The Agreement is the entire and integrated agreement of the parties for the Project and it may be modified only in writing.

2. Independent Contractor

SAM SCHWARTZ is an independent contractor and is not an employee, agent or partner of Client. Nothing in this Agreement establishes a fiduciary relationship between SAM SCHWARTZ and Client.

3. Performance of Services

After receiving written notice to proceed, SAM SCHWARTZ will perform the Services described in *Attachment A, Description of Services and Time for Performance*.

SAM SCHWARTZ shall perform the Services in accordance with the skill and care ordinarily applied by professionals performing similar services at the same time and in the same locality as the Project and under similar circumstances ("Standard of Care"). SAM SCHWARTZ will render the Services without any warranty, express or implied, regarding the quality or timeliness of the Services and Client expressly waives all such warranties.

4. Time of Performance

The term of this Agreement shall begin on the date of execution hereof and end six months thereafter (the "Term"). SAM SCHWARTZ must complete all Services within the Term.

SAM SCHWARTZ shall perform the Services according to Client's schedule as expeditiously as is consistent with the Standard of Care. Neither party to this Agreement will be liable to the other party for delays in performance or for direct or indirect costs resulting from delays that result from labor strikes, riots, acts of war or terrorism, acts of governmental authorities, extraordinary weather conditions or other natural catastrophe, or any other cause beyond the reasonable control or contemplation of either party.

5. Compliance with Law

SAM SCHWARTZ shall exercise the Standard of Care to comply with the requirements of all applicable codes, regulations, and current written interpretations thereof published and in effect during this Agreement.

6. Responsibility at the Project Site

SAM SCHWARTZ shall not have control over or charge of, and shall not be responsible for (a) construction means, methods, techniques, sequences or procedures, (b) safety precautions and programs in connection with work or activities at the project site, (c) acts or omissions of any contractor, subcontractors or any other persons performing any work or undertaking any activities at the Project site, or (d) the failure of any of them to carry out any work or perform their activities in accordance with their contractual obligations, including, but not limited to, the requirements of any drawings, specifications or other documents prepared by SAM SCHWARTZ in the performance of the Services.

7. Payment

The contract sum for SAM SCHWARTZ's performance of the Services shall not exceed **ninety-eight thousand, three hundred and seventy-nine dollars and zero cents ($98,379.00)**

SAM SCHWARTZ will submit fee invoices monthly and payment will be due within thirty (30) days of the invoice date ("Due Date"). Invoices paid more than forty-five days after the Due Date shall accrue interest at a rate of 1% per month on the outstanding balance. All payments shall be made in US dollars. In addition to the fee, SAM SCHWARTZ will bill reimbursable expenses incurred for the Project on a direct cost basis. Without providing ten (10) days' written notice setting forth good cause therefor, Client shall not withhold amounts from payments due. If Client fails to make payments within fifteen (15) days of the Due Date, SAM SCHWARTZ may suspend or terminate the Services, without liability to Client for delay, after providing seven (7) days' written notice to Client and an opportunity to make payment. Before resuming performance, SAM SCHWARTZ shall be paid all sums due prior to the suspension and any expenses unavoidably incurred in suspending and resuming the Services. Following the resumption of performance, time schedules and SAM SCHWARTZ's fee for the remaining Services shall be equitably adjusted.

8. Indemnification

To the fullest extent permitted by law, SAM SCHWARTZ and Client shall each indemnify and hold harmless (but not defend from claims) the other party, its officers, directors, and employees from any and all damages, losses, costs, and reasonable attorneys' fees recoverable under the law ("Damages") arising from third-party claims alleging personal injury or property damage, but only to the extent the Damages are caused by the negligent acts, errors, or omissions of the party (or its officers, employees and/or agents, contractors or consultants) from whom indemnity is sought. Neither party shall be indemnified for its own negligence.

9. Authorized Use of Deliverables

On condition that Client performs its obligations under this Agreement, including timely payment of amounts due, SAM SCHWARTZ grants to Client a non-exclusive license to reproduce the deliverables of SAM SCHWARTZ and its subconsultants including any reports, drawings, and specifications ("SAM SCHWARTZ Documents") solely and exclusively for use in executing the Project. Any termination of this Agreement prior to the completion of the Project shall terminate this non-exclusive license. Client's modification of any SAM SCHWARTZ Documents, or use of them on another project, without SAM SCHWARTZ's professional involvement or written consent is at Client's sole risk and, to the fullest extent permitted by law, Client shall indemnify and defend SAM SCHWARTZ from claims by any third party arising from such use or modification.

10. Termination

Either party may terminate this Agreement for the material default of the other party to perform its obligations under this Agreement through no fault of the terminating party, but only after providing seven (7) days' written notice to the defaulting party and an additional ten (10) days to cure the default. In the event of any termination, Client shall pay to SAM SCHWARTZ all amounts due for Services satisfactorily performed prior to the date of the termination.

11. Insurance

During the term of this Agreement, SAM SCHWARTZ shall, at their sole cost and expense, keep and maintain commercial general liability insurance with policy limits of at least $1,000,000, which names the Client as an additional insured endorsement, on a primary non-contributory basis, with waiver of subrogation. SAM SCHWARTZ shall furnish certificates evidencing such insurance to the Client at their request. SAM SCHWARTZ shall promptly furnish the Client notices of cancellation, renewal, or non-renewal of such insurance. Such insurance must be kept in full force and effect until the date that all Services are complete and final payment for such Services is made.

12. Existing Conditions

SAM SCHWARTZ shall be permitted to rely upon the accuracy and completeness of information that Client provides regarding the Project. Unless specifically required under this Agreement, SAM SCHWARTZ shall not perform or have performed any destructive testing or open any concealed portions of Client's building(s) or site in order to ascertain its actual, but hidden, condition, and SAM SCHWARTZ shall not be responsible for costs arising from hidden conditions later discovered. Unless a duty under this Agreement, SAM SCHWARTZ shall have no responsibility for the discovery, presence, handling, removal, disposal or exposure of persons to hazardous materials of any form and Client shall defend, indemnify, and hold harmless SAM SCHWARTZ from and against any and all claims, damages, losses and expenses (including reasonable attorney's fees) arising from the presence, discharge, release or escape of asbestos, hazardous waste, or other contaminants at Client's site, except to the extent caused by the negligence of SAM SCHWARTZ.

13. Waiver of Consequential Damages

The Client and SAM SCHWARTZ mutually waive consequential, indirect or special damages for claims, disputes or other matters in question arising out of or relating to the Services or the Project, whether in contract or in tort, including but not limited to loss of use, loss of profit, lost opportunity costs, diminution in value, or claims for delay, impact or disruption damages made by Client or any of its contractors or subcontractors, whether or not the possibility of such damages had been disclosed to the other party in advance or could have been reasonably foreseen by such other party. This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination.

14. No Personal Liability

This Agreement does not create and shall not be deemed to create or permit any personal liability or obligation on the part of any owner, shareholder, officer, director, employee, agent or representative of either party. Each party agrees that any claim arising under or related to the Project shall be made only against the corporate legal entity of SAM SCHWARTZ or Client.

12. No Third Party Rights

Nothing in this Agreement shall be construed to give any person or entity other than Client and SAM SCHWARTZ any legal or equitable right, remedy, or claim under this Agreement.

13. Severability

If any of these Terms and Conditions are adjudicated in a court of competent jurisdiction and determined to be invalid or unenforceable in whole or in part, the remaining provisions shall remain in full force and effect, and remain binding upon the parties.

15. Assignment

Neither SAM SCHWARTZ nor the Client shall assign, sublet or transfer any rights under or interest in this Agreement without the written consent of the other. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assigning party from any duty or responsibility under this Agreement.

16. Survival

These Terms and Conditions shall survive the completion of SAM SCHWARTZ's Services on the Project and the termination of the Agreement for any cause.

17. Governing Law

This Agreement shall be governed and construed in accordance with the laws of the State in which the Project is located.

TERMS AND CONDITIONS TO
AGREEMENT BETWEEN
SAM SCHWARTZ AND CITY OF DEKALB
FOR PROFESSIONAL SERVICES

This Agreement is hereby executed on 1/10/2023.

CITY OF DEKALB "Client"		SAM SCHWARTZ CONSULTING, LLC "SAM SCHWARTZ"	
BY:	[signature]	BY:	Matthew M Orenchuk
NAME:	Bill Nicklas	NAME:	Matthew Orenchuk
TITLE:	City Manager	TITLE:	Principal
ADDRESS:	164 E. Lincoln Hwy. DeKalb, IL 60115	ADDRESS:	200 S. Wacker Drive Floor 14 Chicago, IL 60606
TELEPHONE:		TELEPHONE:	847.404.9299

TERMS AND CONDITIONS TO
AGREEMENT BETWEEN
SAM SCHWARTZ AND CITY OF DEKALB
FOR PROFESSIONAL SERVICES

ATTACHMENT A

"Description of Services and Time for Performance"

TERMS AND CONDITIONS TO
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SAM SCHWARTZ AND CITY OF DEKALB
FOR PROFESSIONAL SERVICES

ATTACHMENT A

"Description of Services and Time for Performance"

December 1st, 2022

City of Dekalb and Northern Illinois University Comprehensive Public Transportation Study

Submitted to:

City of DeKalb
opportunity - innovation

NIU
HUSKIES

Submitted by:

Sam Schwartz
A TYLin Company

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Cover Image: Flickr

Sam Schwartz
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Sam Schwartz
A TYLin Company

December 1, 2022

Mike Neuenkirchen
Transit Manager
City of DeKalb
1216 Market Street
DeKalb, IL 60115

Dear Mr. Neuenkirchen,

Sam Schwartz is pleased to submit our proposal to undertake the City of DeKalb and Northern Illinois University's Comprehensive Public Transportation Study. This study is an important next step in helping the DeKalb community thrive as a 21st-century city through a rail connection to the Chicago metropolitan area. The benefits of this connection include the diversification and growth of economic opportunity for DeKalb, greater access and resources for residents to reach employment and recreational opportunities in Chicago, and increased access for Northern Illinois University (NIU) to grow its talent, build institutional relationships, and empower commuting students, faculty, and staff.

We have carefully composed a team that will leverage key experience with regional transportation providers, outstanding technical expertise in rail feasibility studies, and public engagement experience specific to rail and public transportation projects.

- **Sam Schwartz** has significant planning experience with Chicago-area transit providers, having recently completed projects with the RTA. This will be critical, as interacting with the key funding and service providers will be necessary to identify and evaluate options. Sam Schwartz is a nationally recognized mobility expert, and we will leverage this experience and national best practices to lead the project team.
- **TYLin** has significant rail design experience with both Metra and Class I railroads, including Union Pacific. They will provide invaluable insight from the technical rail design and engineering perspective.
- **R.M. Chin** has key local experience with public outreach and public involvement specifically in the passenger rail and public transportation realm. Stakeholder and public engagement is essential to determining feasibility, particularly if/when costs are attached to the project.

We understand that DeKalb was once an important stop on the C&NW and a key connection to Chicago as its own bustling, independent city and university town. We value this context, and the way geography, history, and local politics will play a notable role for the City of DeKalb and NIU during the project. We appreciate that this study requires a nuanced and educated approach that engages and empowers the local community, stakeholders, and decision-makers and honors DeKalb by making sure that the way forward for this plan aligns with helping the city and NIU meet its fullest potential.

Should you have any questions or require additional information, please contact me at (872) 895-0158 or morenchuk@samschwartz.com. We look forward to the opportunity to work with DeKalb and NIU on this important project/

Sincerely,

Matthew M. Orenchuk
Principal + Transit and Rail Practice Leader

Project Understanding

This Comprehensive Public Transportation Study will be pivotal in identifying the future mobility needs for DeKalb and NIU and determining a way forward to meet those needs. Fundamentally, this analysis will consider the feasibility of extending the Union Pacific West Metra line from Elburn to DeKalb and will consider how the users of this extension would then connect to key destinations after their arrival. The study will also lean on an understanding of the benefits for DeKalb and NIU in better connecting to the Chicago metropolitan area, including access to economic advancement, increased employment and recreational resources, and establishing a culture in which students, faculty, and staff of NIU choose rail as a primary mode of travel.

In the 1960s the C&NW rail connection to Chicago was discontinued, and a few years later the I-88 Tollway was extended to DeKalb. While people welcomed the tollway connection at the time, we now know the many downsides of an auto-centric world. Specifically, it has left DeKalb and NIU with only one way to connect students, residents, and workers to Chicago. Further, the context for connectivity in the 21st Century has evolved. There is a growing need for our cities, universities, and businesses to be better linked. With a gross domestic product of $700B (2018$) in economic activity annually, the Chicago metropolitan area is an undeniable economic powerhouse that DeKalb and NIU must leverage to remain competitive with the wider world.[1]

In order to help the City of DeKalb and NIU realize and achieve the potential offered by this essential connection, we will focus our analysis and the skillsets of our multidisciplinary team in several key areas:

- **Transportation Planning**: making the case for public transportation requires a skilled understanding of local travel markets and operations planning, particularly in a post-COVID environment.
- **Funding Potential**: because of the significant capital investment required for a Metra extension, this study will need to assess the feasibility for expanding the RTA sales tax into DeKalb County and investigating other funding options.
- **Rail Operations**: with Metra taking over UP-W operations in 2023, this study comes at the right time to assess potential extension options. Our team will determine both Metra and freight operational needs within the study area, developing a clear understanding for the operational and capital needs.
- **Outreach**: A major change to public transportation in DeKalb will require significant support from both stakeholders and the public. Robust outreach and engagement will help inform the public of the benefits of these changes and will give them an opportunity to be heard in the process.

Sam Schwartz and our partners TYLin and R.M. Chin have composed a compelling approach to meet the needs of this study, leveraging our team's technical expertise as well as a clever and creative approach to transportation planning. With this approach, we are confident that our team will be able to help DeKalb and NIU meet their goals for improving access and mobility and unlock the region's potential with a direct rail connection to Chicago.

[1] Perry, Mark J. "Understanding America's Enormous $20.6T Economy by Comparing US Metro Area GDPs to Entire Countries." December 18, 2019. Link. Accessed 11.22.2022.

Technical Approach

Below is our proposed technical response to the DeKalb and NIU request for a *Comprehensive Public Transportation Study*.

Project Management

The ability to manage projects of all sizes and complexities is a core Sam Schwartz strength. Our project team employs industry-proven methods that align with the integrity of each project's cost, schedule, quality, and scope. Although every assignment and project team are unique, following industry best practices produces a process that has been proven to work. Key to our Project Management approach includes leveraging communications, project management software tools, and risk mitigation strategies.

Matt Orenchuk will manage the overall contract and provide QAQC to the deliverables produced by the team. In support of Matt as Project Manager, Franny Ritchie will be Deputy Project Manager, providing boots-on-the-ground oversight and will act as the key day-to-day contact. A team organization chart is provided on page 14, while a proposed schedule is on page 10, both of which further detail the breakdown of responsibilities across the team.

Establish a Technical Advisory Group (TAG)

Our recommended first step for the project is to create a dedicated technical advisory group (TAG) made up of key DeKalb and NIU staff who can speak to the priorities of the city and university, respectively. Our consultant team has worked on city-university partnerships at the University of Illinois at Chicago (UIC) and the University of Illinois at Urbana Champaign (UIUC)/Discovery Partners Institute, as well as at universities across the country. We understand the importance of clear communication and articulating shared goals in maintaining good town/gown relationships and we also understand the impact that university transportation demands can have on the surrounding community. With the TAG, we would seek to build on the partnerships that DeKalb and NIU have already established.

The consultant team will plan on holding regular touchpoints with the TAG throughout the course of the project (see below).

Kick-off Meeting

A project kick-off meeting will be held with the proposed TAG staff after notice to proceed.

During the kick-off meeting, the following topics (among others) will be covered:

- Review Project Goals/Objectives
- Proposed Schedule
- Final Work Plan

Sam Schwartz shall prepare the kickoff meeting agenda, which will be shared with the DeKalb/NIU project manager before the meeting. Sam Schwartz will provide minutes after the meeting.

Bi-Weekly Project Meetings

Bi-weekly meetings will be hosted virtually by Sam Schwartz to review accomplishments and discuss progress. Sam Schwartz will prepare the meeting agendas and provide meeting minutes after the meeting has been held.

With a proposed schedule of four months, we assume that there will be a maximum of 8 TAG meetings throughout the project. Most meetings are virtual, though we expect milestone meetings (kickoff and final report) be conducted in person.

P22-03-5330

Project Management Deliverables:

- Finalized project schedule and work plan
- Kick off meeting
- Agenda and minutes for each TAG meeting
- Meeting presentation materials (including project kick-off and all TAG meetings)

Phase I: Comprehensive Review of Travel Patterns

In Phase I, the consultant team will undertake research to determine overarching travel patterns both within DeKalb and between DeKalb and the Chicago metropolitan area.

Establish Study Area

The user-shed for a proposed Metra extension will affect more than just the City of DeKalb – it will affect communities to the north, west and south who could potentially have better access to Metra service and may choose to drive to DeKalb where they would not have chosen to drive to Elburn. The consultant team will work with the TAG to establish the study area, which could be confined to DeKalb and NIU (since their catchment area includes faculty and staff who commute significant distances) or it could be as big as the entirety of DeKalb County.

Review Available Data

A key step will be for the team to review available data on travel patterns. We expect this review to include:

- Publicly available ridership data (Metra and bus service);
- US Census demographic data;
- Recent travel data from Replica (mobile-phone data service);
- Stakeholder interviews;
- Research into land use plans and major employment sites in DeKalb County.

A review of Replica data will enhance our work in Phase I by providing recent travel movements, which is useful in a post-COVID analysis. Replica builds next-generation planning tools to help cities, regions, and states answer key transportation, land use, and broader policy questions. Much of the publicly available transit and demographic data typically lag, so Replica can help ascertain new patterns as they emerge.

Stakeholder Groups

Working with the city and university, the consultant team will develop a program for virtual stakeholder interviews as part of the macro travel patterns analysis. The team will work with the TAG to identify specific stakeholders to include. We expect to focus on educational institutions (including NIU and Kishwaukee College), senior centers, major employers, and anticipated growth areas. Information collected during interviews and focus groups will be incorporated into the Phase I analysis.

DeKalb and NIU: A Unique Planning Environment

Sam Schwartz and our staff have worked with over fifteen universities and institutions to make their transportation offerings more robust. We understand university decision-making and, as places that can be extremely siloed by discipline, that it is important to identify key decision-makers and the university's communication infrastructure to reach as diverse a population of stakeholders as possible.

We understand the role that transportation planning plays in a university's strategic planning, and the ways in which it affects capital planning, anticipated enrollment, faculty recruitment, and other aspects of university operations.

Image Credit: Google Earth

Technical Memorandum 1: Comprehensive Review of Travel Patterns

The consultant team will develop their research into an existing conditions report that will be presented to the TAG.

Phase I Deliverables:

- *Comprehensive Review of Travel Patterns* technical memorandum
- Presentation to TAG

Phase II: Transit Ridership Potential

In the second phase, the consultant team will build on Phase I by developing a more granular and robust understanding of transit ridership potential within the study area. Whereas the initial existing conditions analysis will focus on macro-level transportation flows, the second phase will focus on the size and location of different populations that could be expected to make use of expanded transit options.

Recent Case Studies

Where applicable, the team will use case-study data to anticipate transit demand, particularly for rail travel to DeKalb. As an example, the team will consider park and ride projects elsewhere in the Chicagoland area, traffic generation associated with anticipated roadway improvements, and other proposed Metra extension projects. The team will look to those reports for case-study data and supplemental research opportunities.

As a complement to the regional research on transit ridership, the team will also consider comparable cities and institutions that have successfully implemented regional rail expansions or have pursued expansions that have not succeeded. SEPTA commuter rail extensions to Wawa or King of Prussia in the Philadelphia area and the MBTA extension to Fall River in the Boston area are potential case studies for the team to review.

Transit Propensity

Once research is complete, the next step will be to develop a transit propensity analysis for the City of DeKalb to assess how demographics influence transit travel patterns in the identified study area. This index will incorporate both origin and destination influences. Origin demographics include population density, senior population, youth population, minority population and zero car households. The destination demographic will incorporate things like employment density, service sector jobs, and jobs that pay an hourly wage, all based on US Census Longitudinal Employer-Household Dynamics data.

Technical Memorandum 2: Transit Ridership Potential

The consultant team will develop a second technical memorandum that details transit ridership potential. This work will be presented to the TAG.

Phase II Deliverables:

- *Transit Ridership Potential* technical memorandum
- Presentation to TAG

Phase III Transportation Improvements

In Phase III Sam Schwartz will assess options for public transportation improvement in DeKalb County, factoring in the ridership market findings, feasibility, costs, and benefits of various options.

Define Options

Based on the market analysis and existing conditions review, the team will define up to three options to improve public transportation in DeKalb. The work will focus on rail improvements and consider both short (<2 years) and mid-term (2-10 years) timeframes.

The team will investigate the possibility of extending the UP-West line to DeKalb. For a rail extension we will consider various potential termini, including the former C&NW station in downtown DeKalb and other locations closer to NIU. Our team's passenger rail extension experience is particularly relevant in this context. Project manager Matt Orenchuk has worked on Metra recent expansion projects, including the BNSF extension into Kendall County. Key personnel Beth McCluskey and Keith Spencer each have freight and passenger rail planning experience from their time at IDOT.

All options would be presented to the TAG for review and agreement before proceeding to the next step in the analysis.

Cost Analysis

Once options are agreed upon, the Sam Schwartz team will calculate costs and benefits and assess the overall feasibility of UP-W extension options.

Complementary Bus Analysis

Since a Metra extension would likely have a longer implementation timeline than bus service, enhanced short-term bus service could be a useful complement to the eventual expansion of the UP-West line.

At the direction of the TAG, our team would consider the following:

a. Running more DeKalb Route 12 service to the Elburn Metra Station to increase the travel market to/from Chicago; and

b. Expanding and rerouting the rest of the DeKalb bus service to better distribute connect riders throughout DeKalb and to the NIU campus.

The team will develop capital costs associated with the extension – both track infrastructure and terminal station improvements. A feasibility discussion with rail operators (both Metra and Union Pacific) will be necessary to understand infrastructure needs and operational implications for this work. TYLin has excellent working relationships with both Metra and Union Pacific that will aid in this analysis.

Operations and maintenance costs will focus on the number of UP-W trips proposed for extension and will include costs for operating the service, maintaining railcars, and maintaining track infrastructure. Our experience with these types of projects is that freight railroads typically ask for a lot of infrastructure improvements. During this analysis, our team will work with stakeholders to determine which costs could be attributed to Metra and Union Pacific. We will also determine the costs that DeKalb would incur for maintaining the new station infrastructure.

Funding Opportunities

A key consideration will be how to pay for proposed public transportation options. The Sam Schwartz team will assess funding opportunities and use this as part of the feasibility analysis and decision-making. Areas outside the core Regional Transportation Authority (RTA) taxing district seeking Metra service extensions have struggled with how to pay for the proposed improvements.

Among the options that could be reviewed include:

- Investigate expansion of the Chicago Regional Transportation Authority to include parts (or all) of DeKalb County
- Consider the creation of a regional mass transit district
- Consider the feasibility of a purchase of service agreement with Metra using local funds

Any funding option would consider how to pay for both the capital and operating costs of the service.

Feasibility Assessment and Recommendations

The last step in Phase III will be to assess the feasibility of each option. This analysis will be qualitative in nature, featuring a good/better/best structure across several categories including capital cost, operating cost, ridership, economic opportunity, and funding feasibility. This good/better/best method is a strategy that Sam Schwartz has used for other projects, including a rail-connector program at The Point of the Mountain in Utah; a transportation demand analysis for Discovery Partners Institute at the University of Illinois where we considered low/medium/high transit support, and a University of Chicago project in which the Sam Schwartz team considered different iterations of point-to-point transportation support.

We will work with the TAG to identify both short and mid-term recommendations, along with anticipated capital and operating costs. If applicable, the team will highlight different levels of investment and the anticipated outcomes of different recommendations. For example, a good short-term option may be to operate more Route 12 service to Elburn to build a ridership market in anticipation of a later Metra extension.

Draft and Final Report

The culmination of this work will be the development of the final plan document. The Sam Schwartz team specializes in helping transit and transportation departments communicate their vision and goals with clear and compelling messaging and graphics that build understanding and support across diverse audiences. There are three steps recommended for this task:

1. Present a Draft Plan: The draft plan will be presented to the TAG to gain feedback on direction and specific recommendations. The draft action plan will outline the findings, proposed action plan, recommendations, and impacts, and will be shared with the TAG at a working session that will allow the team to iterate their draft plan into a finalized document with actionable solutions for the city and NIU.
2. Create a Final Plan: The feedback from the TAG will be used to update and finalize the plan document. Our team will unify the conversations, feedback, and analysis from the key components of this work into a coherent story and comprehensive package.
3. Present the Final Plans: The final portion of the project will be to present the final plan to the DeKalb city, county, and NIU administration. We believe this is necessary to show how the various components of the system (and their accompanying recommendations) fit together into one seamless transportation recommendation for the City of DeKalb and NIU.

Phase III Deliverables:

- *Draft* and *Final* Public Transportation Feasibility Study documents
- Presentation to key decision-makers at the City of DeKalb and NIU

Public Involvement

A key part of determining feasibility of a commuter rail extension will be to evaluate stakeholder and public opinion on potential options, including the long-term costs. This task, led by R.M. Chin (CHIN), will develop a tailored approach for DeKalb to ensure that the feedback received is meaningful and targeted to assist the City of DeKalb/NIU in decision-making and concept development. Examples of recent projects where we completed a similar process include the Chicago Transit Authority Red Line Extension and Cook County Bike Plan. Each project required a unique approach to engage with stakeholders to create a detailed and focused public involvement outcome.

Building on the developed stakeholder list and information collected from interviews and focus groups in the Phase I analysis CHIN will develop key messaging. The goal of public involvement throughout the study is to:

- Inform stakeholders of the motivation and framework for the study.
- Share findings related to research and the results of technical analysis.
- Collect stakeholder input, including the level of understanding, preferences, and concerns.

Communications Materials

To effectively communicate the study overview, motivation, and results of the technical study, the study team will develop a fact sheet, a presentation, a project website, individual briefing materials, social media content, and other material as needed.

Public Meeting Planning and Execution

CHIN will develop a public meeting approach that includes virtual, in-person, and hybrid approaches to ensure that those who need flexibility during public meetings do not miss out on information or opportunities to provide feedback. The public involvement team has robust experience conducting meetings providing opportunities such as live streams, additional meetings virtually, dial-in/phone-based options, and physical materials provided in public spaces.

Outreach Reporting

At the end of the stakeholder involvement process, a final report will be prepared documenting all the outreach efforts. The report also will include an analysis of the findings in relation to all input received and comments following the public meeting and summarize identified issues and concerns. The final report will be submitted with the final study and include copies of all public outreach materials.

Public Involvement Deliverables:

- Project Factsheets
- Media Releases
- Public Meeting Announcements
- Public Meeting Execution
- Social Media Project Pages
- Project Website

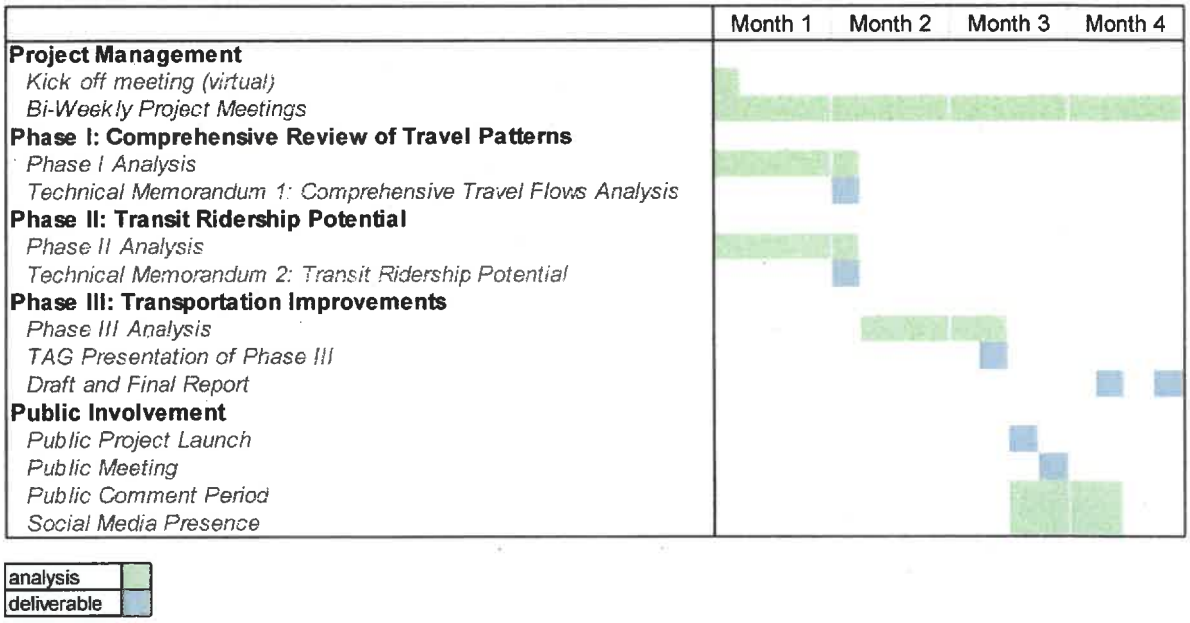
Proposed Budget

Our proposed budget for the Comprehensive Public Transportation Study is $98,379. This includes $1,000 for direct costs for the team to travel to DeKalb for meetings throughout the four-month process.

	Sam Schwartz	TYLin	RM Chin	Total Cost	Total Hours
Project Management	$6,962	$2,760	$1,500	$11,222	61
Phase I: Comprehensive Review of Travel Patterns	$18,868	$0	$0	$18,868	160
Phase II: Transit Ridership Potential	$12,028	$0	$0	$12,028	104
Phase III: Transportation Improvements	$17,434	$10,524	$2,040	$29,999	202
Public Involvement	$1,582	$0	$23,680	$25,262	174
Directs	$508	$196	$296	$1,000	
Totals	$57,383	$13,480	$27,516	$98,379	701

Proposed Schedule

Sam Schwartz's proposed schedule is presented in the figure below. We understand and appreciate the City of DeKalb/NIU's desire to complete this work within 120 days of notice to proceed. We can meet this desired timeframe, but assumptions (detailed in the section below) have been included to accomplish this schedule.



Project Assumptions

To meet the schedule and budget provided above, Sam Schwartz includes the following assumptions with this proposal:

- City of DeKalb/NIU would respond to data request within one week and all data would be provided within two weeks of request
- All written deliverables (technical memos and draft/final report) would have one round of review that would be completed within one week of receipt
- All public meetings would be scheduled to occur during a single week
- To the extent practical, meetings, interviews and focus groups would be conducted virtually
- TAG meetings will occur at regular 2-week intervals; any rescheduling or interruption from DeKalb/NIU reps could cause delays to project delivery.
- TAG meetings will be one hour long and conducted virtually
- Public meetings and outreach dates will be established at the outset of the project to allow public input to be incorporated into the deliverable
- Feedback will only come from the round of public meetings and there is no proposed survey prior to the Public Involvement phase of the project.

Project Team

Sam Schwartz has assembled a well-rounded and invested team to successfully partner with the City of DeKalb and NIU to deliver on this transportation study. Our team is forward-thinking yet established, national leaders in the key disciplines that are necessary to make this project a success.

Sam Schwartz
A TYLin Company

Sam Schwartz is a 160+ person transportation consulting firm with a diverse, talented team of professional planners, engineers, data scientists, and designers. Our service areas span multimodal transportation planning and engineering, strategic planning, urban design, data analytics, community engagement, environmental and economic analysis, and civil engineering. With over 27 years of practice on a wide array of complex transportation issues, we have established a record of industry-leading projects that help communities reimagine their transportation systems in support of healthy, equitable, economically vibrant cities and regions.

Our Transit and Rail practice has undertaken projects for both public agencies and commercial businesses. We understand the need for cost-effective solutions for complex transportation challenges and have an extensive bench of professionals, many of whom have worked in agency/government positions and can understand approaching these projects from both sides of the table.

Along with our national expertise and leadership in transportation planning and strategy, we understand the benefits and opportunities of developing a connection to the Chicago metropolitan area. With our Midwest office located in downtown Chicago, almost all our local team are transit riders. We have firsthand knowledge of the challenges and opportunities experienced by users from both urban and suburban neighborhoods dependent on transit for access to and throughout Chicago. In this, we can relate to those that live, work, and attend school in the DeKalb region in their vision and frustrations of feeling disconnected from Chicago. We can leverage lessons learned from significant project experience gained through other reports and studies such as: Transit Is the Answer: The RTA 2023-27 Strategic Plan; Charging Forward: CTA Bus Electrification Plan, the Framework for Chicago's Equitable Transit-Oriented Development Policy, and the RTA funded Evanston Transit-Oriented Development Parking Policy.

In addition, we have worked in over 90 municipalities, and at educational institutions throughout Illinois and across the country. We are sensitive to the transportation needs of students and faculty as distinct from the larger population, and we are attuned to the dynamics of town/gown relationships and the ways in which universities and cities work together to achieve mutual goals.

Sam Schwartz is proud of the way we think holistically about transportation challenges. By considering solutions for short- and long-term operations and at various cost thresholds, we help clients begin to achieve their transportation goals immediately while working toward ambitious and transformative transportation outcomes in the long run.

TYLin's services include the complete planning, design, and construction of railways including high-speed rail, light rail, freight railways, multimodal facilities, and maintenance yards. They regularly address critical rail and engineering issue that include elements related to public involvement, environmental concerns, construction phasing, coordination among regulatory agencies, right-of-way status, and the evaluation of multimodal alternatives. Their transportation planning services include "new start" commuter rail feasibility studies; rapid transit, light rail, and commuter rail preliminary design studies; railroad abandonment studies; rail transit system access and traffic studies; maintenance facility rehabilitation and expansion programs; and pedestrian studies. They also provide comprehensive program management services for capital programs and construction programs.

R.M. Chin & Associates, Inc. (R.M. Chin) represents clients in the aviation, buildings, and transportation environments. Their key services offered include Public Involvement Services, Owner's Representation, Program Management, Project Management, Construction Management, and Design Services. R.M. Chin is fully invested in the success of each client and brings an ownership mindset, broad and deep technical experience, and authentic relationships to earn trust. They collaborate to deliver projects that improve lives. Currently, R.M. Chin serves as project manager and provides public involvement and outreach services for the Cook County Department of Transportation's first-ever bike plan. This endeavor expands the existing system of off-street trails and other low-stress routes into a coherent, countywide network. It enhances facilities to support bike commuting and other purposeful bike trips.

Organizational Chart

Key

- Sam Schwartz
- TY Lin
- RM Chin

Project Manager

- Matt Orenchuk, AICP

Deputy Project Manager

- Franny Ritchie

Phase 1 Existing Conditions & Market Assessment
Phase 2 Evaluation of Transportation Needs

- Franny Ritchie
- Stuart MacLean
- Jake Vissers

Phase 3 Recommendations and Final Report

- Matt Orenchuk, AICP
- Stuart MacLean
- Beth McCluskey
- Joe Lorenzini

Phase 3 Recommendations and Final Report

- Keith Spencer
- Caitlin Bettisworth
- Franny Ritchie

Appendix A: Resumes

Matt Orenchuk, AICP

Principal + Transit and Rail Practice Leader

Mr. Orenchuk specializes in bus and rail operations planning, corridor planning, and long range and strategic planning. He has worked for all three transit providers in the Chicago region and has experience in numerous major metropolitan areas across the US. His work helps clients realize agency objectives and improve quality of life for riders by efficiently delivering service improvements.

Relevant Experience

***Metra BNSF Kendall County Extension Study,** CHICAGO, IL
Matt led the development of service plans and O&M costs for this feasibility study that considered extending service into Kendall County. A key consideration was how Kendall County could join the RTA to pay into the regional transit network. Matt's work helped decision makers consider the cost benefit of various service options.

***Metra Station Optimization Study,** CHICAGO, IL
Matt was his firm's project manager for the Station Optimization Study as a subcontractor. Matt's team helped collect data on 234 stations in the Metra network, assisting in the analysis of under-performing stations. Matt's team also conducted an equity analysis task using Metra's Title VI criteria for stations identified for closure or consolidation.

***Metra Cost Benefit Study,** CHICAGO, IL
Matt was his firm's project manager and lead service planner on the Cost Benefit Analysis as a subcontractor to a lead firm. Phase 1 included analysis of all existing Metra corridors, while Phase 2 considered new expansion projects outside of the existing service footprint. Service planning work included preparation of new and revised schedules for each line in the system. Matt also created operating statistics for all new schedules to be used in operations and capital cost estimating exercises.

University of Chicago Transit Planning Services, CHICAGO, IL
Matt was principal in charge for a transit plan recently conducted with the University of Chicago. This work reviewed all aspects of the university's transit services, including daytime shuttles, CTA routes, nighttime shuttles, and Lyft guaranteed ride home service. Matt's team reviewed exist-

Years of Experience
18 Years

Education
Master of Urban Planning
University of Michigan, 2007

B.S. Civil Engineering
University of Notre Dame, 2002

Certifications
American Institute of Certified Planners

Professional Affiliations
American Planning Association

American Public Transit Association

*Projects completed prior to Sam Schwartz

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ing data and made recommendations to improve travel to campus and the larger Hyde Park area.

RTA Strategic and 10-Year Financial Plan, CHICAGO, IL
Matt is the principal-in-charge for the consultant team leading the strategic plan for RTA. The team is helping RTA develop vision, goals, and strategies to address the major upheaval that COVID-19 has placed on the region's transit system, including a $700M funding gap projected for 2026. Work is expected to continue throughout 2022, with a plan adoption in January 2023.

CTA Better Streets for Buses Project, CHICAGO, IL
Matt is the principal in charge for the CTA project making recommendations to improve street configurations to address speed and reliability issues with CTA buses. Matt's team provided major public engagement support and is using that feedback to update the plan, including both proposed corridors for improvement and the proposed toolbox CTA and CDOT can use to address bus operational issues.

***CTA Red Line Extension Project,** CHICAGO, IL
Matt was his firm's project manager and technical lead for the service planning and operations and maintenance tasks as a subcontractor. Matt's team reviewed existing ridership, loading, and transfer data to understand rider behavior in the study area. This information will be used to create multiple bus and rail service operating scenarios. Each scenario was evaluated to determine a recommended course of action for bus and rail service changes due to the project.

***CTA Blue Line Capacity Study,** CHICAGO, IL
Matt was his firm's project manager and technical lead for the Blue Line Capacity Study as a subcontractor to a lead firm. Blue Line ridership has increased by 20% over the last ten years, leading CTA to explore ways to alleviate crowding. Matt led the review of existing ridership, loading, and transfer data, using the information to create a capacity analysis for existing, 2025, and 2040 timelines. This work allowed CTA to understand when and where crowding occurs and aid in the development of service or infrastructure changes. Operational improvements are expected to be used as part of FTA Core Capacity grant application.

***CTA Brown Line Capacity Study,** CHICAGO, IL
Matt was his firm's project manager and technical lead on the project as a subcontractor. This study reviewed comprehensive 24-hour boarding and alighting data for all 145 stations in the CTA rail system. Matt's team calculated rail passenger capacity for each station in the system and paired it with the ridership. The result was estimated crowding by line and time of day, with a determination of segments in the system that qualify for FTA core capacity funding.

***Pace I-294 Corridor Study,** SUBURBAN CHICAGO, IL
Matt was his firm's project manager as a subconsultant for the I-294 corridor study for Pace Bus. Under Matt's direction, his team supported the market analysis, including creating a tableau dashboard of trips and leading a workshop with Pace planners. Matt's team then created service plan options for new I-294 services traveling the corridor. These plans included travel times and frequency, along with distinct route alignments.

RMTD Transit Implementation Plan, ROCKFORD, IL
Matt served as a senior advisor for the Transit Implementation Plan. He assisted the Sam Schwartz team in review of the final document and preparation of materials to be transmitted to the client.

Additional Select Rail Projects

- CTA 95th Street Station, Chicago, IL
- Illinois Chicago-St. Louis High Speed Rail Project
- Ohio 3C Rail Service, OH (statewide)
- Minneapolis Rail Transit Hub, MN
- Honolulu High-Capacity Transit Corridor
- Miami-Dade Transit Heavy Rail Operations Assessment, Miami, F

Franny Ritchie

Senior Transportation Planner

Ms. Ritchie specializes in transportation planning with a focus on end-to-end solutions for campus and institutional settings. She has worked at or with fifteen different educational institutions, and has undertaken projects ranging from institution-wide long range parking plans to shuttle-sharing partnerships between institutions. She also works to facilitate communication between institutions and local governments and quasi-governmental entities.

Relevant Experience

Discovery Partners Institute Transportation Demand Analysis, UNIVERSITY OF ILLINOIS, CHICAGO, IL

Ms. Ritchie served as project manager for a parking and travel demand analysis for Discovery Partners Institute, a flagship research and workforce development institute within the University of Illinois system. A new research facility is scheduled to open in 2026 in The 78, a major new development within the city of Chicago. As the marquee tenant, DPI will be moving onto the site while much of the anticipated infrastructure is still under development. Ms. Ritchie led a team to assess the anticipated daily travel demand for the building, and to propose strategies for how DPI could address the transportation needs of a diverse population of researchers and students until more of The 78 is developed and the transportation options become more robust.

University of Chicago Transportation Analysis, CHICAGO, IL

Ms. Ritchie served as a project manager to evaluate the existing University of Chicago transit service (including subsidized CTA buses, shuttles, and other transportation services) and make recommendations about how the university can rationalize its transportation offer to ensure that it is offering the most service in the areas of greatest need and minimizing underused or redundant options. After a data-driven analysis of existing conditions, the team proposed amendments to shuttles, to university communications, and to late-night point-to-point service.

Point of the Mountain Smart Mobility Study, SALT LAKE CITY, UT

Point of the Mountain is a new development on an undeveloped site south of the city. Sam Schwartz was involved in making recommendations of the design and provision of mobility services, ranging from road design

Years of Experience

10 Years

Education

Master of City Planning
MIT, 2011

MA, Urban & Environmental History
SUNY-Albany, 2008

BA, Social & Cultural History
Carnegie Mellon University, 2005

Professional Affiliations

American Planning Association

Parking Reform Network

Publications

University Trends (contributing author)

Cambridge Independent (columnist)

Design After Decline (contributing researcher)

*Indicates work preformed for a previous employer

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and hierarchy to app design and development. Ms. Ritchie contributed an analysis of parking demand as it related to 'Good/Better/Best' mobility provision, and made recommendations about the way that the proposed transportation infrastructure should interact with existing Salt Lake City rail lines.

University of Illinois Urbana-Champaign Gies Business School Facility, URBANA, IL
Ms. Ritchie worked on a team charged with the development of a new building and new parking facility at the University of Illinois. The new facility is being constructed on the site of a heavily-used surface parking lot, so the new parking facility will absorb displaced vehicles as well as new demand generated from the new facility. Ms. Ritchie was involved in the site planning of both the mew building and the new structure, which included a mobility hub and was intended to underscore the University as a 'park once' environment.

Village Market Streetscape Improvement Plan,
LA GRANGE PARK, IL
Ms. Ritchie is currently working with the Village of La Grange Park to develop a suite of recommendations for the improvement of Village Market and the surrounding area. Village Market serves as the Village's de facto downtown, and the Village seeks to enhance safety, access and placemaking. Ms. Ritchie is acting as the project manager, taking the Village through a public engagement process and using that process to inform a plan for future improvements.

***Transportation & Parking Demand Management,**
UNIVERSITY OF ILLINOIS AT CHICAGO, CHICAGO, IL
Over her three-year tenure at the university, Ms. Ritchie served as the subject matter expert for transportation demand management. This included a suite of presentations to the Chancellor and senior leadership, outlining anticipated changes to the university's parking and transportation demands into the next ten years and the proposal and implementation of various pilot programs to remedy UIC's transportation challenges.

***UI Health/Rush University Medical Center Shuttle Partnership,**
UNIVERSITY OF ILLINOIS AT CHICAGO, CHICAGO, IL
As UIC's transportation planner, Ms. Ritchie was responsible for brokering a partnership between UIC and Rush University Medical Center to share the provision of a shuttle service that Rush was already offering to its staff. The agreement represents a substantial cost savings for both universities and provides UIC staff with a frequently-requested staff benefit.

***City and Government Liaison,**
UNIVERSITY OF ILLINOIS AT CHICAGO, CHICAGO, IL
Ms. Ritchie served as the primary liaison for her office at UIC and external government and partner agencies. This meant communicating with city staff and elected officials; CDOT; and partner organizations within the Illinois Medical District. Conversations typically focused on pedestrian and safety improvements to campus and on places where university capital projects would potentially impinge on city rights of way.

***Biennial Commuter Survey,**
UNIVERSITY OF ILLINOIS AT CHICAGO, CHICAGO, IL
Working with diverse stakeholders from across the University and UI Health, Ms. Ritchie professionalized a commuter survey of UIC's 48,000 stakeholders, laying the groundwork for a longitudinal analysis of UIC's commuting patterns.

***Bike Walk Oak Park Slow Streets,** OAK PARK, IL
Ms. Ritchie worked with executive committee of Bike Walk Oak Park; the Transportation Commission; and Village Trustees in Oak Park, IL to design the route; safety strategy; data collection; and community outreach around the Village's Slow Street pilot program in the summer of 2020.

M. Jake Vissers

Planner

Mr. Vissers specializes in planning, modeling, and analysis for multimodal transportation systems, with an emphasis on bicycles, pedestrians, and traffic safety. He has experience working with bicycle facility and bikeshare planning in multiple cities and excels at using data to build models, identify trends, and develop recommendations grounded in robust analysis.

Years of Experience
2 Years

Education
Master of Community + Regional Planning
University of British Columbia, 2020

B.S. Mechanical Engineering
University of Colorado Boulder, 2016

Relevant Experience

University of Chicago Transit, CHICAGO, IL
Mr. Vissers supported an effort at the University of Chicago to recommend service improvements to their university-run shuttle transit service, as well as their campus safe rides program. For this effort, he analyzed historic ridership data to project future service demand across several scenarios. This analysis grounded conversations with a group of university stakeholders to help develop a series of recommendations for service changes.

Seattle DOT Climate Model, SEATTLE, WA
Mr. Vissers supported the development of a transportation climate impact model for the City of Seattle. The model compares the projected benefit of a variety of emission-reduction strategies, including bus-only lanes, micro transit, cycling improvements and reduced transit fares. Existing data and case studies are used to project each strategies mode shift, potential VMT reduction, and ultimately the regional emissions reduction.

Chicago Vision Zero Data Analyst, CHICAGO, IL
Mr. Vissers has worked with the Chicago Department of Transportation (CDOT) since March 2022 leading efforts on crash data analysis. Using historic and current crash data, he has helped demonstrate ongoing trends in traffic safety and inform decisions around road safety improvements. Using geospatial crash analysis, he has also helped identify high-crash locations to provide context for future project and funding decisions. Once projects are completed, he helps quantify the effectiveness street safety improvements by analyzing location-specific traffic safety. Most recently, he has taken an active role in data management for the city by working to streamline processes for cleaning, storing, and sharing traffic data.

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M. Jake Vissers

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Divvy Bikeshare, CHICAGO, IL
Mr. Vissers has led the data monitoring and analytics for Divvy Bikeshare at the Chicago Department of Transportation (CDOT) since April 2021. His primary responsibilities include collecting system data, analyzing this data to audit vendors on performance, and communicating these metrics to the public and key city staff. To further enhance CDOT's data collection capacity, he has implemented Python scripts to automate key data collection processes and used this data to analyze trends and recommend operational changes. Most recently, he used a detailed analysis of system operations to recommend changes to the service level agreements (SLAs) between the city and their operator. These SLAs were specifically crafted to shore up weak spots identified in the operational analysis and provide Chicago residents with the highest possible level of service.

Seattle Transportation Network Company (TNC) Analysis, SEATTLE, WA
Mr. Vissers is supporting a project with the Seattle Department of Transportation (SDOT) which aims to assess the impacts of a minimum compensation ordinance that went into effect in 2021. For this effort, he has developed Python scripts to clean and analyze enormous raw datasets, exploring metrics such as hourly pay, hours worked per week and passenger wait times. These scripts also generate visualizations to further illustrate the full impacts of the policy.

NYC DOT Bicycle Exposure Model, NEW YORK, NY
Mr. Vissers helped develop a framework for NYC DOT to track their internal bike count data and compare it to estimated volumes from 3 mobility data vendors: Strava, Streetlight and Replica. He helped develop a Python code to systematically extract bike volumes along targeted segments and timeframes from vendor sources, match to DOT bike count locations, and populate a database. He also demonstrated several database applications, including validating vendor data accuracy, exploring accuracy across geography and facility type, and calibrating vendor data to bike counts to refine their volume projections.

NYC Streets Plan Survey Analysis, NEW YORK, NY
Mr. Vissers supported public engagement for an NYC Streets Plan update by analyzing comment responses across several surveys. Mr. Vissers utilized Python to merge these disparate data sources, translate any Spanish responses and categorize responses by themes and geography. He then incorporated keyword analysis software to pull out unique comments and help further identify trends. This process proved to be an efficient and effective way to incorporate large amounts of qualitative public feedback into a planning document.

Stuart MacLean

Transportation Planner

Stuart MacLean specializes in multi-modal transportation planning and analysis, sustainability standards, and community engagement efforts. He has a proven track record in comprehensive operations analysis (COAs) and corridor studies and has experience in communicating and collaborating this work with diverse community partners

Relevant Experience

Regional Transit Strategic Plan, CHICAGO, IL

Sam Schwartz is leading the development of the Regional Transportation Authority (RTA) and the Chicago Region's next Transit Strategic Plan. Mr. MacLean currently assists with drafting the plan, including incorporating regional rail, bus, pedestrian and microtransit initiatives that are underway and planned in the future. Mr. MacLean also serves as GIS specialist, collecting and mapping data, such as greenhouse gas emissions and transit ridership, that help demonstrate the need for greater transportation investment in the Chicago region.

Seattle Climate Emergency Response Framework (CERF), SEATTLE, WA

Mr. MacLean is currently part of the Sam Schwartz team working with the Seattle Department of Transportation to develop a framework aiming to help move Seattle closer to meeting their climate and carbon goal of being carbon neutral by 2050 and reaching interim zero emissions milestones. Mr. MacLean serves as a data analyst, applying climate and congestion modeling to calculate carbon emission reductions of various strategies and pathways, accounting for zero-emissions trips such as walking and biking. Mr. MacLean provides support for existing conditions analyses and future predictions modeling.

South Deerfield Commuting Study, DEERFIELD, IL

Sam Schwartz is leading the development of a commuting study for the South Deerfield area of Chicago. Mr. MacLean currently leads community engagement efforts to better understand commuting patterns to/from the area. In response to high traffic volumes, complex land uses, and transit schedule changes, Mr. MacLean is working closely with community members and stakeholders to understand and identify innovative mobility options and alternative solutions.

Years of Experience
7 Years

Education
B.A. Political Science
Wheaton College (MA), 2015

Professional Experience
2022 - Present, Sam Schwartz

2020 - 2022, Transit Authority of River City (TARC)

2015 - 2019, Louisville Downtown Partnership / Louisville Downtown Development Corporation

Professional Affiliations
Urban Land Institute

APA KY & IL Chapters

Publications
Transit Design Standards Manual, Transit Authority of River City (TARC), Dec 2021

From Dumpsters to Biergartens: Case Studies in Alley Activations International Downtown Association, Top Issues Council Report · Aug 2017

* Performed under previous employment

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P23-03-5330

Stuart MacLean

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Los Angeles Unified School District's (LAUSD) School Bus Electrification Study, LOS ANGELES, CA
Mr. MacLean is currently serving as a GIS analyst for a study to plan for electrification of the LAUSD school bus fleet. He is assessing fleet growth and conducting an equity analysis to help prioritize the use of zero-emission vehicles in areas with poor air quality and that have experienced historic under-investment.

Spokane Transit Authority Strategic Plan, SPOKANE, WA
Sam Schwartz, as part of the Nelson\Nygaard team, is working with the Spokane Transit Authority (STA) to determine organizational and community priorities for the next decade and update STA's strategic plan. Mr. MacLean is currently acting as the project data analyst, evaluating the impact and resiliency of potential strategies.

***Micromobility & On-Demand Transit Study,** LOUISVILLE, KY
Mr. MacLean served as the primary project manager for a micromobility study to assess, catalog and recommend innovative mobility solutions to increase ridership and improve first/last mile connections to transit service provided by the Transit Authority of River City (TARC). On behalf of TARC (the client), Mr. MacLean provided consultant support on stakeholder engagement, data collection and strategy evaluation, in order to provide expanded transit options to low-density exurban areas of Louisville. Mr. MacLean completed this work in 2022.

***LouVelo Bikeshare System, LOUISVILLE, KY**
Mr. MacLean project managed the procurement and implementation of LouVelo, Kentucky's first bikeshare system. Mr. MacLean reviewed and selected a vendor for implementing a fleet of 300 bikes, aiding in site selection for docking stations and working to establish corporate and community partnerships, particularly in minority and low-income communities. Mr. MacLean served as the liaison between the manufacturer, public agencies, destinations served, and the community, to ensure a successful deployment and a sustainable financial model. Mr. MacLean's work completed in 2018.

***Local Bus Route Expansion,** LOUISVILLE, KY
Using CMAQ (Congestion Mitigation and Air Quality) funds, Mr. MacLean facilitated the design, planning and implementation of 3 new fixed bus routes, expanding access to growing employment and residential clusters. In order to connect primarily low-income and minority communities to jobs, strategic route design was integral to the project. Mr. MacLean contributed to the Title VI Environmental Justice analysis of the route implementation and led a public engagement campaign to increase awareness of the routes and ensure strong ridership from launch. Mr. MacLean's work was completed in 2022.

***Broadway Corridor Masterplan,** LOUISVILLE, KY
Mr. MacLean contributed to the development of the Broadway Master Plan, a multi-agency effort to create a safe, vibrant and multimodal corridor spanning 6-miles through 11 neighborhoods. Broadway faces many challenges, notably as an important public transportation corridor that does not prioritize buses, bicycles or pedestrians, leaving behind those who rely on alternative modes of transportation. Mr. MacLean led a transit advisory group, whose role was to identify the challenges and discuss solutions to include as design recommendations in the draft plan. The public engagement process led to the submission of a RAISE grant (awarded in August 2022) which will cue up the project for funding procurement and eventual implementation. This work was completed in Summer 2022.

TYLin

RAIL + TRANSIT

Joseph Lorenzini, PE

Director of Rail Engineering | Vice President

Joseph Lorenzini has 46 years of experience in the management, design, and construction of civil and structural projects. Recently, he has served as Quality Manager for the RLC and the $2.1 billion RPM, ensuring services met FTA and CTA quality standards. Prior to joining TYLin, Joe served as METRA'S Chief Engineering Officer. In this position he was responsible for the Engineering Department's functions. He dealt and coordinated with all of Metra's Departments including, but not limited to, the Procurement, Grants, Legal, DBE and Safety Departments. He also dealt with the PSA carriers and was responsible for the construction and maintenance of all fixed assets. In this position, he managed up to 700 employees and an annual budget of up to $250 million.

YEARS OF EXPERIENCE
47

YEARS WITH TYLINN
9

EDUCATION
Master of Business Administration, DePaul University, Chicago, Illinois

Bachelor of Science, Civil Engineering, Illinois Institute of Technology

LICENSE
Professional Engineer, Illinois #062.039455

AFFILIATIONS
Plan Commission, Chairman, Arlington Heights, Illinois

Board of Local Improvements, Board Member, Arlington Heights, Illinois

American Railway Engineering and Maintenance Association (AREMA)

AREMA Committee 17/High Speed Rail

Maintenance-of-Way Club of Chicago, Past President

AWARDS
<Insert>

PUBLICATIONS
<Insert>

CLIENT QUOTES
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PROJECT EXPERIENCE

Metra, Auburn Park, New Station | Chicago, Illinois, USA
TYLin Project #602645 | Rail + Transit | Construction Cost: $24M | Delivery Method | April 2019 - present | Project Manager
Project Manager for this new $24M Metra station which serves the Auburn Park Gresham area in Chicago, operating on Metra's Rock Island Rail Line. The station features a new parking lot with 84 parking spaces, a Kiss-N-Ride loop, a landscaped plaza area with benches and a canopy, and a vendor building at street level. Also included is a new station house (with two elevators and stairs to get to track level), a heated platform with a polycarbonate canopy, and warming shelters. The project management, track relocation, civil and structural work is provided by TYLin. The station civil design includes utility, grading, soil erosion control, pavement marking, signage, and geometric design. Various intersections will be modified in conjunction with the project. Coordination with CDOT, CTA, DIVVY, and the Chicago Department of Buildings is required; TYLin is heavily involved in community outreach with Metra taking the lead. The project is on a very tight schedule, in cooperation with the State Senator.

Metra, Hubbard Woods Station | Winnetka, Illinois, USA
TYLin Project #602778.10 | Rail + Transit | Construction Value | Delivery Method | Project Manager
Project Manager for the TYLin team performing structural, architectural, civil, electrical, mechanical, survey, for a comprehensive assessment of facility needs as well as the design of improvements for the rehabilitation of the Metra Hubbard Woods Station. The platforms, stairs and pedestrian bridge require replacement. To meet ADA accessibility requirements, elevators will be provided from the pedestrian bridge to platform level. Warming shelters at track level will provide shelter for commuters. The station house will be renovated to provide repairs to windows and doors, various finishes, and modification to interior spaces to accommodate ADA and a vendor space. The adjacent roadway is the jurisdiction of Winnetka, however modification to the elevation at the building will allow greater ADA accessibility to the station

Chicago Transit Authority (CTA), Red Purple Modernization Project (RPM), Preliminary Engineering for Phase I | Chicago, Illinois, USA
TYLin Project #602717 | Rail + Transit | Construction Value | Delivery Method | August 2014 – Present | QA/QC Manager
TYLin was selected by CTA to provide preliminary engineering services for Phase One of the RPM Program, the largest capital improvement project in CTA history. TYLin is responsible for overall project management, quality assurance, civil/track, drainage, structures, and electrical/lighting design. The Phase One Improvements include three main components —the Red-Purple Bypass, the Lawrence to Bryn Mawr Modernization and the Corridor Signal Improvements. The project has

advanced into the bridging and procurement phases. TYLin continues to support CTA through the design-build contractor's design phase.

As QA Manager he was similarly responsible for verifying that TYLin's services follow FTA quality standards, CTA quality standards, other applicable codes and standards, and selected quality criteria.

Chicago Transit Authority (CTA), Ravenswood Loop Connector, Designer of Record | Chicago, Illinois, USA

TYLin Project #602691.10 | Rail + Transit | Construction Value | Delivery Method | September 2013 – Present | QA/QC Manager

QA/QC Manager for the TYLin team that provided Designer of Record construction services for the Ravenswood-Loop Connector (RLC) Track renewal project. The RLC includes approximately 2.7 miles of open deck type two-track elevated structure between the Wells Street Bridge over the Chicago River and the Armitage Station. The RLC serves the Brown Line and Purple Line Express Routes connecting the Downtown Chicago Loop to Chicago's northwest side and to the northern suburbs of Evanston and Wilmette. Around 150,000 commuters ride the Purple and Brown lines daily. TYLin's services included civil, traction power, signal, environmental, and communication design to restore the integrity of the track systems and eliminate slow zones caused by the track structure deterioration. Joe acted as the Quality Assurance Manager for this project. As QA Manager he was responsible for verifying that TYLin's services follow FTA quality standards, CTA quality standards, other applicable codes and standards, and selected quality criteria.

Illinois DOT, Design Oversight and Construction Management for the Joliet Multimodal Regional Transportation Center | Joliet, Illinois, USA

TYLin Project # | Rail + Transit | Construction Value | Delivery Method | September 2013 – April 2018 | Railroad Coordinator

Railroad Coordinator for the design and construction of a Multi-Modal Regional Transportation Center (MRTC) in Joliet, Illinois. As the railroad coordinator Joe kept track of multiple agreements between the Union Pacific Railroad, the Burlington Northern Sante Fe Railroad, Metra, PACE, the City of Joliet, and the Illinois Department of Transportation. Joe also managed meetings between the railroads to make sure construction and material delivery dates were being met to keep the project schedule. The new Joliet MRTC facility presents an opportunity to create a transportation improvement that benefits local and regional travelers. Bringing together Amtrak, High Speed Rail, Metra, Pace, and intercity bus in a common facility will vastly improve access and create a positive effect on the local and Will County economies, as well as the regional transportation network. During construction, TYLin provides construction engineering services, including field inspection, quality assurance, material testing, survey support, submittal and shop drawing coordination, and engineering support. Project controls and documentation includes progress meetings, budget, and schedule controls, pay estimate review and contract modifications, responses to contractor requests for information, and project closeout. This project requires an extensive amount of coordination and communications among railroad operations and engineering, transit agencies and intercity carriers, governmental agencies, utilities, residents and businesses and local elected officials.

Metra, Van Buren Street Station, Designer of Record | Chicago, Illinois, USA

TYLin Project # | Rail + Transit | Construction Value | Delivery Method | January 2016 – January 2018 | Project Manager

Project Manager for the TYLin team performing structural, architectural, civil, electrical, mechanical, survey, geotechnical, and environmental services for a comprehensive assessment of facility needs as well as the design of improvements for the rehabilitation of the Van Buren station on Metra's Electric District in Chicago. As Project Manager Joe coordinated the work between the various railroad departments involved and the TYLin team. Meetings were also held with various City of Chicago elected officials and departments. Budget and schedule tracking was also a key component of his duties. The 115-year-old station required multiple upgrades and repairs due to deterioration

TYLin

YEARS OF EXPERIENCE
25

YEARS WITH TYLIN
<1

EDUCATION
MPA Master of Public Administration, University of Illinois at Chicago

BA, Business Administration, Eastern Illinois University

AFFILIATIONS
Women's Transportation Seminar (WTS)

Midwest Interstate Passenger Rail Commission (MIPRC)

Commuter Rail Coalition (CRC)

League of Railway Industry Women

Illinois Roadbuilders and Transportation Association, Planning and Design Board of Directors 2021

AWARDS
WTS Greater Chicago Chapter Woman of the Year 2016

RAIL + TRANSIT

Beth McCluskey

Associate Vice President & Intermodal Growth Leader

Beth McCluskey's experience ranges from local government transportation planning and programming; to commuter rail experience at Metra; to regional capital programming and grant administration at the Regional Transportation Authority; and to the statewide level as Director of the Office of Intermodal Project Implementation at the Illinois Department of Transportation. Most recently she was a Strategy Growth Director for another firm.

As TYLin's Intermodal Growth Leader, Beth will be an industry presence for the Chicago transportation market. She will work throughout the greater Rail and Transit sector to further develop our technical depth, foster business development, and lead growth strategies and project implementation.

PROJECT EXPERIENCE

AECOM, Chicago, Director, Strategy + Growth, Greater West Region
Essential team lead for the Great Lakes region multimodal transportation pursuits. Responsibilities included business development, active industry presence, and building effective teaming relationships. Project experience included:

- Cook County Fair Transit Pilot program | Project Director
- CMAP's Rethinking Mobility in a Post-Covid region initiative | Principal in Charge
- Metro Transit's Electric Vehicle transition program | Principal in Charge

Illinois Department of Transportation, Director, Office of Intermodal Project Implementation
Responsible for Rail, Transit, Aeronautics and State Safety Oversight Agency functions and more than 100 staff. Facilitated passenger rail programs including High-Speed Rail from Chicago to St. Louis and state-supported Amtrak services. Facilitated freight rail improvements for the most complex and congested section of Midwest rail in the CREATE program, the 75th Street CIP. Led transit programs in 94 of 102 counties throughout the state of Illinois, directed the Division of Aeronautics to administer grants to public airport partners and facilitated the FTA State Safety Oversight Agency program.

Regional Transportation Authority, Chicago, Manager, Capital Programming and Analysis
Responsible for oversight of capital and bond program project development through grant administration. Administered RTA Asset Management Oversight program collaboratively with CTA, Metra, and Pace and facilitated the strategic prioritization of capital projects to ensure consistency with the Capital Optimization and Support Tool (COST) analysis.

Northeast Illinois Railroad Corporation (Metra), Section Chief and Department Head, Capital Program Development
Supervised the preparation of Metra's annual and multi-year capital programs. Coordinated State of Good Repair initiatives in conjunction with critical staff to assist in capital asset condition inventory updates and inputs for strategic capital plan development within the RTA defined requirements.

West Central Municipal Conference. Director of Transportation and Planning and Council Liaison for the regional Council of Mayors facilitating program development and management of the Surface Transportation Program capital funds and Unified Work Program planning initiatives. Coordinated intergovernmental initiatives among transportation and planning agencies including CMAP, IDOT, CDOT, RTA, Metra, CTA, and Pace.

P 22-03 5330

TYLin

YEARS OF EXPERIENCE
1

YEARS WITH TYLIN
<1

EDUCATION
BS, Civil and Materials Engineering, University of Illinois at Chicago

LICENSE
Engineer in Training

PROFICIENCIES (E.G. SOFTWARE)
MicroStation

Revit

MATLAB

C++, SolidWorks

AutoCAD

GeoStudio

SAP

Megan Bowman

Civil Engineer

As a Civil Engineer, Megan assists the Project Engineer/Project Manager with plan design and production. She is responsible for the design and layout of project specific plans and details, organizing and maintaining project files, and preparing estimates.

PROJECT EXPERIENCE

CTA: Red Line Extension Final Environmental Impact Statement and Phase I Preliminary Engineering | Chicago, Illinois, USA

2022 – Present | Civil Engineer

Phase I planning for the extension of the CTA's Red Line from 95th Street to south of 130th Street. The Phase I planning consists of the development of a Structure Type Study to establish the project envelope while providing a potential design-build procurement team the ability to develop innovative options. Upon concurrence of the base case structures to be used throughout the extension, the design will be advanced to 30% plan set and bridging documents will be provided to the CTA to advance to the next stage of the project. Coordination with third party stakeholders, the CTA, the CTA's Program Management Team, NEPA and the other internal discipline leads is critical to the project's success.

Metra, Harvey Transportation Center | Harvey, Illinois, USA

2022 – Present | Civil Engineer

The Harvey Transportation Center is a Metra and Pace collaborative effort along with the City of Harvey to redevelop an existing public transportation facility that includes a Metra Electric District commuter rail station and a major Pace bus facility in downtown Harvey. The renovation of the transportation facility will replace an aging facility, provide a unified architectural appearance for the Metra/Pace facility, and enhance passenger service and experience. The project scope improvements include a north gatehouse renovation and addition, a new south gatehouse addition, renovations to the north and south headhouses, replacing and lengthening the Metra platform and providing a full-length platform canopy. Street level improvements include a 235-space commuter parking lot and roadway improvements to 153rd Street, 154th Street, 155th Street, Park Avenue and Broadway Avenue. The Pace Harvey Transportation Center project will replace an aging facility, and accommodate a planned service increase by expanding the number of bus bays to 14 from 10. Covered pedestrian walkways will be designed to interconnect the Pace and Metra facilities; new bicycle racks will be located close to Metra/Pace access points.

CHIN

Keith Spencer

Director: Policy, Planning and Outreach

EDUCATION

University of Illinois Springfield
Springfield, IL
Doctor of Public Administration in progress
Master of Public Administration

East-West University, Chicago, IL
Bachelor of Science in Business Administration, International Business

PROFESSIONAL BACKGROUND

Keith Spencer has more than 15 years of experience in project management, financial analysis, and operations assessment. He has worked extensively in finance and performance management for both public and private sector clients. Keith has also worked with government bodies in strategic planning implementation, internal audit, procurement consulting and grants management. Keith has also led public engagement efforts for various projects. In addition to his time in consulting, Keith worked for the Illinois Department of Transportation in the Office of Intermodal Project Implementation in rail and public transit.

SELECT PROJECT EXPERIENCE

75th Street Corridor Improvement Project · Illinois Department of Transportation
Chicago, IL

» Provides strategy on outreach and communications for the largest CREATE Program project through Phase II design and Phase III construction

» This strategic oversight includes public engagement, elected official coordination, construction communications, education commitment implementation, and community mobility improvements

Public Private Partnership Strategy · Illinois Department of Transportation
Chicago, IL

» Part of the consultant team providing advisory services to IDOT's Office of Innovative Project Delivery

» Manages stakeholder coordination and engagement for projects being considered for innovative project delivery mechanisms, including partnering with the private sector

» Assists with developing educational outreach and training strategies around topics related to public-private partnerships and innovative project delivery

Cook County Program Support
Cook, County, IL

» Currently directs communications and programming assistance to Cook County to incorporate the Long Range Transportation Plan recommendations into their planning and programming processes

» Includes strategic guidance on project communications and elected official coordination, as necessary

Red Line Extension Project · Chicago Transit Authority
Chicago, IL

» Orchestrates outreach activities with stakeholders, updating residents, community organizations and civic groups on the latest information about the rail project as part of the program management team

» Refines messaging and develops materials that enable agency leaders and elected officials to clearly articulate the project messages

» Project continues CTA's efforts to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street in Chicago

Burnham Multimodal Connector Phase I Study
Cook County, IL

» Oversaw the stakeholder engagement efforts for this Phase I Study

» Responsible for conducting stakeholder outreach and facilitating opportunities for community input and education

» This study required effective communication and coordination with stakeholders of various priorities, such as the need to provide a much-needed safety solution for local pedestrians and bicyclists while also abiding by the restrictions and concerns of the local railroads and utilities

Northeast Ohio Areawide Coordinating Agency
Chicago, IL

» Provided interagency coordination and stakeholder engagement services for Chicago-area stakeholders to support the Great Lakes Hyperloop Feasibility Study

Georgia Department of Transportation
Atlanta, IL

» Assisted with the development and execution of Federal Transit Administration compliance reviews related to Title VI regulations and Disadvantaged Business Enterprise (DBE) program requirements for GDOT and its sub-recipient transit agencies

Illinois Department of Transportation
Chicago, IL

» Provided oversight of transit capital and operating grant funds as Transit Operations Project Manager

» Directed financial and management compliance for $150 million in grant funds, led the Bureaus' transition to Illinois' Grant Accountability and Transparency Act (GATA) and identified policy and regulatory changes to streamline work between IDOT and the USDOT

» Prepared IDOT for Federal Transit Administration (FTA) Procurement System Review, developed the RFI and RFQ for the transit grants management system, and directed financial and management compliance for $150 million in grant funds

» Conducted financial management and compliance reviews of grantees and grant sub-recipients, led the Bureaus' transition to Illinois' Grant Accountability and Transparency Act (GATA), identified policy and regulatory changes to streamline work between the IDOT and the USDOT, and assisted in the development of the transit operations procedures manual

» Participated as a member in the CVP Paratransit Vehicle Technical Services Selection Committee

CHIN

Caitlin Bettisworth

Senior Project Manager

EDUCATION

Tufts University, Middlesex County, MA
Master of Urban and Environmental Planning and Policy (In Progress)

Benedictine University, Lisle, IL
Bachelor of Science in Environmental Science

AFFILIATIONS

Young Professionals in Transportation Board Member & Deputy Chair

Women's Transportation Seminar

The San Francisco Bay Area Planning and Urban Research Association (SPUR)

PROFESSIONAL BACKGROUND

Caitlin has robust experience in the transportation industry, including stakeholder engagement, equity, data standards, prototyping, policy analyses, researching innovative technologies/solutions, and operations. Caitlin is responsible for leading outreach and stakeholder engagement activities and leading the transportation research and analysis on various projects throughout Illinois.

SELECT PROJECT EXPERIENCE

Cook County Department of Transportation and Highway Programming Support
Cook County, IL

- Manages a program support contract with the Cook County Department of Transportation and Highways aimed to provide solutions to the challenges faced by the department
- Role includes researching and pitching new projects and supporting ongoing efforts to bring innovation and operational efficiencies to Cook County

Cook County Bike Plan
Cook County, IL

- Leads the public involvement of the first-ever Cook County Bike Plan
- Ensures meaningful engagement with underserved communities and provides new engagement techniques to further the reach and type of input from Cook County residents
- Role includes Bike Plan project management, developing content for the final report, and client staff augmentation where needed
- Manages the social media, public communications, and client talking points for the project as a whole, as well as communications for all technical processes, tools, and concepts

Stakeholder Engagement/Public-Private Partnership (P3) · Illinois Department of Transportation
Chicago, IL

- Currently leading efforts for education and outreach to both internal IDOT and external IDOT stakeholders to better understand the agency's ability to collaborate and the various contracting methods available
- Anticipates the needs of various stakeholders and produces materials to ensure there is shared knowledge during the decision-making process
- Facilitates meetings and workshops to gather feedback from stakeholders regarding upcoming programs and considerations to enhance DBE and local/ small business participation

Develops talking points to communicate the project goals, activities, and innovative concepts to industry representatives

CHIN

Stakeholder Outreach and Equity Research · Chicago Rail Futures Study II
Chicago, IL

» Manages stakeholder outreach, including surveys, presentations, focus groups, and interviews

» Advises the client on how to incorporate equity considerations into the study and future of rail planning; activities include a community equity survey and Equity in Rail in the Chicago Region white paper

Stakeholder Outreach · Illinois 2022 State Freight Plan
Illinois

» Manages the stakeholder outreach of the project, including surveys, presentations, focus groups, and interviews

» Facilitates workshops and meetings to gather feedback from stakeholders regarding challenges and concerns in the Statewide Freight Network

» Aggregates feedback and research to provide the client with concise talking points to conduct stakeholder outreach

Public Engagement & Pilot Analysis · Fair Transit (METRO)
Cook County, IL

» Managed the public engagement and outreach for the Fair Transit interagency pilot program between Chicago regional transportation agencies

» Part of a team that developed materials to promote the pilot program to evaluate in real-time the effectiveness of the pilot's initiatives as well as the track the impacts of individual outreach activities

» Develops and utilizes innovative outreach approaches and a methodology for real-time tracking of both the success and public impressions of initiatives to promote behavior change toward public transit

» The Fair Transit Pilot has received an FTA AIM Grant for innovative stakeholder outreach approaches and tracking and the WTS 2021 Innovative Transportation Solution Award

Pulaski Road Phase I Study (METRO)
Cook County, IL

» Manages the stakeholder outreach for this corridor's Phase I Study, which extends along five municipalities

» This study has implemented an interactive mapping survey and aims to provide and test new virtual stakeholder engagement techniques

» Responsible for facilitating municipal and stakeholder meetings, researching and pitching new virtual approaches, and maintaining public education materials, such as the project website, fact sheets, and newsletters

Plainfield Road Phase I Study (METRO)
Cook County, IL

» Manages the public and stakeholder engagement for this Phase I Study

» Facilitates engagement activities, such as municipal meetings, Corridor Advisory Committee meetings, public surveys and outreach materials, and public information meetings

» Due to restrictions on physical distancing, this project has utilized new virtual engagement methodologies to engage the local community

Burnham Multimodal Connector Phase I Study (METRO)
Cook County, IL

» Managed the stakeholder engagement efforts for the Phase I Study

CHIN

Michael Weinberger

Senior Project Manager

EDUCATION

University of Maryland, College Park, MD
Master of Community Planning

American University, Washington, DC
Bachelor of Arts in Sociology, Minor in American Studies

PROFESSIONAL BACKGROUND

A skilled project manager with expertise in transportation outreach, operations, planning, marketing, and public involvement. With a focus on community involvement, Michael prioritizes hearing the voices of residents impacted by the projects in their communities.

SELECT PROJECT EXPERIENCE

Chicago Union Station (CUS) Operations and Station Integration Plan (OSIP) – Amtrak
Chicago, IL

- Serves as a project lead for graphics support, data analysis and stakeholder engagement for Chicago Union Station's Operations and Station Integration Plan, a railroad simulation and conceptual design study of the core of the Midwest intercity passenger rail network.
- Leads the production schedule for the project management plan, data collection log and the existing and future conditions report.

Chicago Region Environmental and Transportation Efficiency (CREATE) Program - Illinois Department of Transportation and Chicago Department of Transportation
Chicago, IL

- Serves as a senior project manager for the CREATE Program, is a first-of-its-kind public-private partnership to improve the rail and roadway transportation network. This is a partnership that includes the USDOT, State of Illinois, Cook County, City of Chicago, Metra, Amtrak, the Association of American Railroads along with six of the Class I freight railroads. This program has major implications for the regional rail network and the national supply chain.
- Coordinates strategic outreach activities including public engagement, stakeholder coordination, media engagement, community education program implementation, workforce development program and implementation of community mobility improvements.
- Manages outreach and communications for the largest CREATE Program project, the 75th Street Corridor Improvement Project, through Phase II design and Phase III construction.

Illinois State Freight Plan - Illinois Department of Transportation
Statewide, IL

- Leads the Stakeholder Engagement Task, including the development of initial plans for outreach activities to enable stakeholders and the public to provide input, validate findings, and build partnerships.
- Ensures collaboration between state agencies, counties, municipalities and other public- and private-sector freight stakeholders including the rail industry
- Develops all communications materials including surveys, interviews, communication tools such as website creation, social media and media plans, fact sheets, presentations, talking points, project brochures and other meeting materials

» Refines messaging and develops materials that enable agency leaders and elected officials to clearly articulate the project messages

» Development of a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis designed around district specific stakeholders

Red Line Extension • Chicago Transit Authority
Chicago, IL

» Developed initial plans for outreach activities to minority business around procurement opportunities as part of the program management team

» Coordinates outreach and scheduling with potentially displaced property owners and renters

» Ensures the area's diverse population, including limited English proficiency and Environmental Justice populations are included in the process

» Refines messaging and develops materials that enable agency leaders and elected officials to clearly articulate the project messages

» Project continues CTA's efforts to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street in Chicago

Cook County Bike Plan – Cook County Department of Transportation and Highways
Cook County, IL

» Ensures meaningful engagement with underserved communities and provide new engagement techniques to further the reach and type of input from Cook County residents

» Role includes Bike Plan project management, developing events and programing associated with the plan and client staff augmentation where needed.

Appendix B: Project Qualifications

2023-27 Chicago Regional Transit Strategic Plan

Chicago, IL

Sam Schwartz was retained by the Chicago Regional Transportation Authority to assist in the development of their five-year strategic plan and ten-year financial plan. This work comes at a time of great importance for transit in the Chicago region. As of Spring 2022 regional transit ridership has returned to 66% of pre-COVID levels. While federal relief dollars have helped, there is a looming financial crisis due to loss of farebox revenue. Sam Schwartz supported four key elements of the plan: stakeholder working groups, a capital priority projects technical group, a financial plan technical group, and public engagement. Each of these areas provided information which Sam Schwartz used to help develop goals, strategies, and performance measures. The final products – the strategic plan document, the financial plan document, and a revamped capital priority project list – is due for RTA board approval in February 2023.

Client
Chicago Regional Transportation Authority

Contact
Peter Kersten
Principal Planner
Chicago RTA, Strategic and Corridor Planning
175 West Jackson Boulevard, Suite 1650
Chicago, IL 60606
312.913.2840
peter.kersten@rtachicago.org

Services
» Strategic Planning
» Transit Planning

Cost
$459,608

Dates
March 2022 – Present

Key Staff
Matt Orenchuk, AICP
Principal In Charge

Alex Hanson, AICP
Project Manager

Kevin Desmond
Senior Advisor

Michael Groh, AICP

Holly Chase, AICP

Sam Schwartz
A TYLin Company

Rockford Transit Implementation Plan

Rockford, IL

Sam Schwartz is conducting a study of transit needs in the area served by the Rockford Mass Transit District (RMTD). The project team has analyzed current transit performance and is now developing alternative network concepts that seek to improve customer travel times, improve consistency between different service days, and reinvest in high-demand corridors while maintaining appropriate coverage of the community. Once a preferred network is selected, Sam Schwartz will also develop a phased implementation plan and other technical guidance.

Client
Region One Planning Council &
Rockford Mass Transit District

Contact
Michael Stubbe
Executive Director
Rockford Mass Transit District
520 Mulberry Street
Rockford, IL 61101
815.961.2230
mstubbe@rmtd.org

Services
» Transit Planning

Cost
$78,400

Dates
April 2021–Present

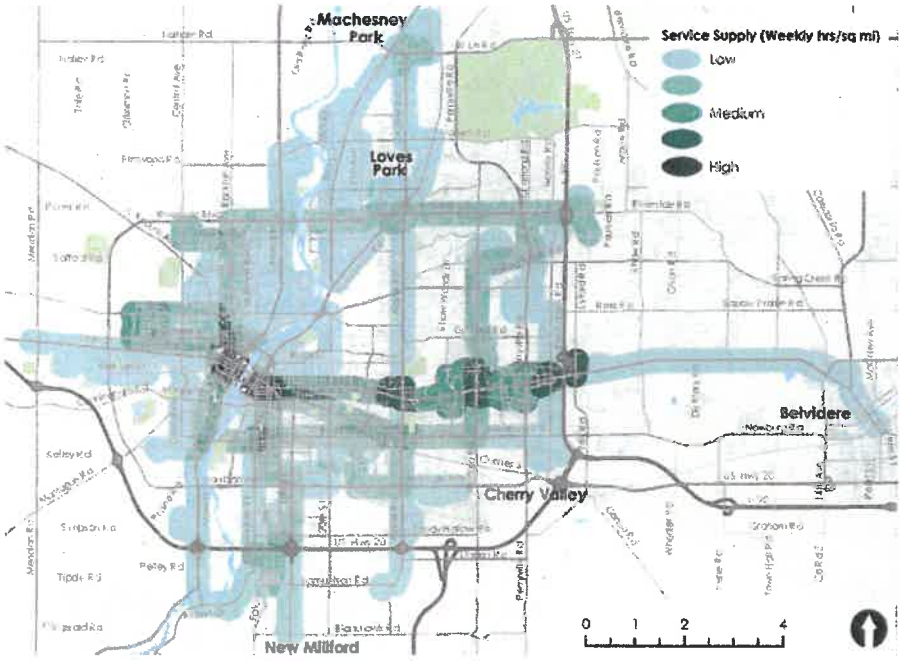
Key Staff
Joe Iacobucci
Principal-in-Charge

Stacey Meekins, AICP
Project Director

Michael Groh, AICP
Project Manager

Holly Chase, AICP
Planner

Elad Mokady, AICP
Planner



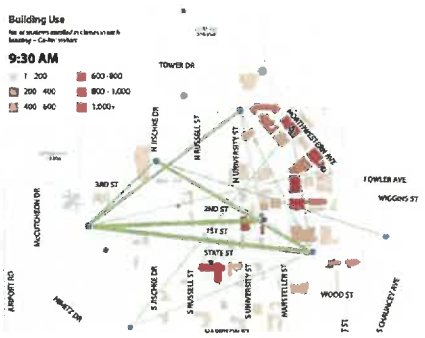
Sam Schwartz
A TYLin Company

Purdue University Parking and Transportation Master Plan

West Lafayette, IN

To celebrate its 150 years, Purdue University developed their Giant Leaps Master Plan to set the groundwork for the university's vision for the campus over the next 50 years to come. The overarching goal of the Master Plan was to ensure that the physical campus supports Purdue's strategic initiatives for its community members: prioritizing student affordability and financial accessibility, bolstering online education and instructional technologies, being a leader in STEM education, transferring lab-based research to real-world innovations, and fostering a transformative education for students to harness beyond the classroom and into their careers.

Sam Schwartz was selected to create Purdue's first-ever Campus Mobility Plan and to align parking, transit, and mobility strategies with their Master Plan. This effort entails a comprehensive, holistic understanding of how Purdue's transportation and mobility environment functions today; identified evident barriers and opportunities facing its diverse campus community and set the stage for deeper exploration into key mobility actions for coming decades. Exploring ways to reform their parking permit structure, pricing and operations, modifying campus transit service, introducing microtransit opportunities, balancing safety initiatives with micromobility programs (e-scooters/dockless bikes), and developing a robust communications plan are included in this effort. A robust stakeholder engagement process and a detailed financial pro forma to reflect these recommendations are also included in this effort.



Client
Purdue University, Parking & Transportation Services

Contact
Ben Dispennett
Director of Parking and Transportation Services
700 Ahlers Drive
West Lafayette, IN 47907
765.494.1425
bdispen@purdue.edu

Services
- Parking Management & Operations
- Transit Planning & Service Operations
- Active Transportation Planning & Design
- Transportation Demand Management (TDM)
- Travel Demand Forecasting
- Communications

Cost
$239,342

Dates
August 2019–Present

Key Staff
Jeff Smithline, PE
Project Director

Holly Chase, AICP

Mark Bennett

Sam Schwartz
A TYLin Company

SPRINGFIELD, ILLINOIS, USA

Illinois High Speed Rail Engineering

TYLin provided program management and field verification services for the Union Pacific Railroad (UPRR) for the improvement of track between Godfrey and Lincoln, Illinois to accommodate high speed rail service. The Illinois Department of Transportation (IDOT) High Speed Rail Program administered this project.

The class of track was improved from an FRA Class 6 standard (110 mph Freight & Passenger). To accomplish this, UPRR used its Track Renewal Group working with a Track Renewal Train (TRT) to reconstruct 281 miles of track on its Springfield & Joliet Subdivisions from M.P. 281.00 (St. Louis, IL) to M.P. 36.70 (Joliet, IL). Daily production included over 18,000 feet of rail and 4,600 ties installed. The track renewal operation involved a total length of nearly 10 miles, including the TRT, and follow on Union Pacific production equipment.

TYLin, as the Oversight Contractor, provided verification and documentation of all project activities, including all materials placed and labor utilized for the benefit of the project on a daily basis, project schedule, budget status, project expense verification, and review of invoice accuracy. The goal of the assignment was to ensure that all work progressed in compliance with the requirements of all state and federal funding agencies.

The Illinois High Speed Rail project was the first of the American Recovery and Reinvestment Act rail corridors to start construction. TYLin served as an extension of railroad staff and assisted UPRR with project management activities to deal with many implementation challenges. These included:

- Monitoring construction work activities, schedule compliance and real time cost estimating for UPRR forces and over 15 contractors / vendors.
- Developing work progress and funding compliance reports for ever-evolving Federal reporting requirements.
- Developing a quality management plan, quality assurance procedures and quality document record keeping.
- Developing various work processes to identify necessary activities for compliance.
- Providing QA Testing by TYLin subcontracted independent testing labs of contractor installed work on various tier contracts.

JOLIET, ILLINOIS, USA

Joliet Gateway Center

As Project Management (PM) Consultant, TYLin assisted the Illinois Department of Transportation Division of Public & Intermodal Transportation, Bureau of Capital Transit (IDOT) in overseeing the design and construction of the Joliet Gateway Center, a new Multi-modal Regional Transportation Center (MRTC) in Joliet, Illinois. The Joliet Gateway Center brings together Amtrak passenger rail service, Metra suburban rail service, future high-speed rail, Pace suburban buses, and intercity bus service in a single, common facility that will improve access to the local and regional transportation networks.

The 10,000-square-foot, two-story train station building holds Metra and Amtrak ticket offices, indoor waiting areas on both the first and second floors, and elevator and stair access to the new Metra Rock Island platform and the new Heritage Corridor platform. Track realignments were included in the scope of work, which helped eliminate a freight bottleneck and increased train passenger safety.

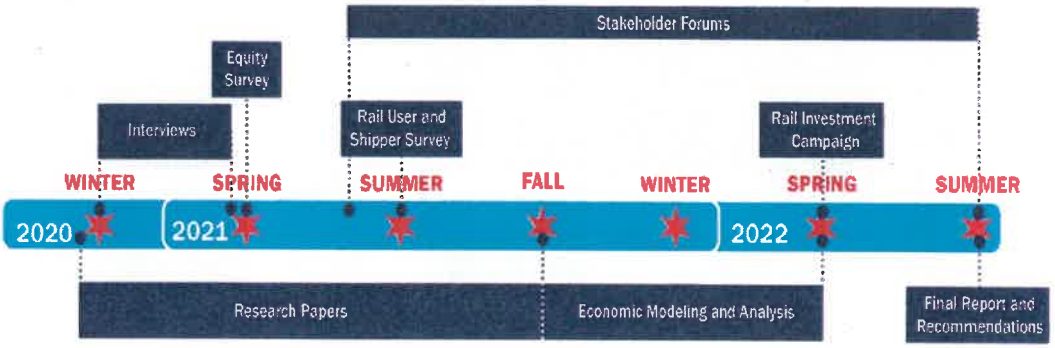
During the design phase, TYLin provided coordination and oversight services between the local agencies, Class 1 railroads, passenger rail services, and local stakeholders. Design oversight included master schedule and budget monitoring, establishing and maintaining a web-based document control system, reviewing all design submittals, and coordinating environmental and utility relocation activities. The firm also performed constructability and staging reviews and conducted Quality Management Plan compliance reviews.

TYLin's coordination efforts included working closely with all key stakeholders and the railroads to develop over 20 project agreements for project access, ultimate shared use of right-of-way, maintenance responsibilities for embankments, shared track, platforms, and other appurtenances.

During construction, TYLin provided construction management and resident engineering services to ensure that all contracts were completed in accordance with the design plans and that work met the requirements of the State grants and the City of Joliet.

The new Joliet Gateway Center is a key part of the revitalization of downtown Joliet, which is Illinois' third-largest city and located 35 miles southwest of Chicago. Along with vastly improving access and convenience for the traveling public, the new MRTC creates a positive effect on the local Joliet and Will County economies and the regional transportation network.

CHIN



PROJECT LOCATION
Chicago Region

PROJECT OWNER
Chicago Department
Of Transportation

PROJECT START DATE
Late 2020

COMPLETION DATE
Ongoing

CHICAGO RAIL FUTURES STUDY II
RAIL'S REGIONAL IMPACT

Chicago Rail Futures Study II

Chicago Department of Transportation

R.M. Chin & Associates, Inc. (CHIN) serves as the sub-consultant to the program manager to conduct public involvement, outreach, and research for the Chicago Rail Futures Study II (CRFSII).

Rail transportation is critical to the Chicago region's economy. Congestion in Chicago's rail network negatively affects local and regional community mobility and quality of life, passenger rail performance, and the national supply chain. Our position is the hub of North America's rail system. Rail infrastructure investments can directly improve the performance of the national rail system and the mobility of passengers and fright within the region while also addressing negative local impacts that can accompany transportation infrastructure.

Modernized Findings

This research study is an update to one completed in 2003 to examine the region's current effects and needs for freight and passenger rail. CRFSII will document how the regional rail system has evolved in recent decades, investigate rail benefits and impacts on users and residents, including local equity issues, and assess current opportunities for rail-related infrastructure investments in the region, including the future of the Chicago Regional Environmental and Transportation Efficiency Program.

Rail and Economic Relationship

The study goals are to illustrate the relationship between rail and the regional economy; understand the benefits and impacts of rail on local residents, businesses, and users; quantify the value of investments made, planned, and potentially needed in the future; support the local, regional, and national conversation about rail investments; and position the region for equitable and effective future rail investments.

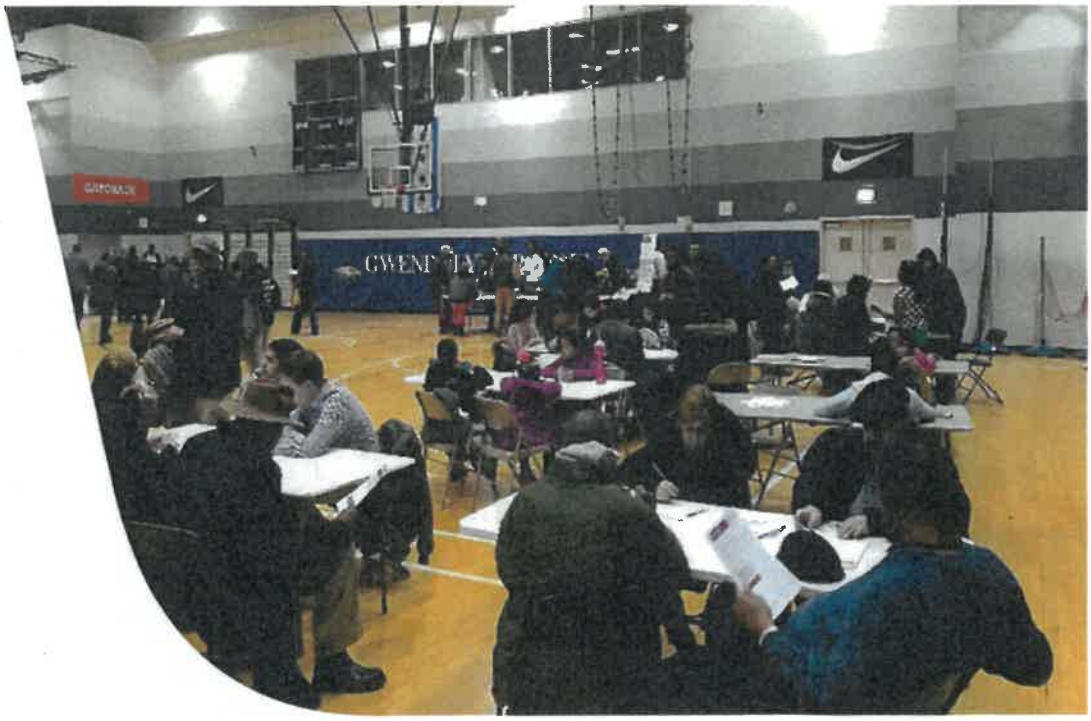
Our Approach

The CHIN team developed a study approach to conduct outreach with the general public, business interests, civic and community leaders, elected officials, and other stakeholders. This outreach includes a variety of surveys to help better understand the community's view on how rail impacts them, municipal representatives, and how they view the impacts of rail and businesses on how rail could best help them in the future. The project team develops all communications materials to support outreach.

R.M. Chin & Associates, Inc.
500 West 18th Street, Suite 200
Chicago, IL 60616

312.595.2000
rmchin.com

CHIN



PROJECT LOCATION
Chicago, IL

PROJECT OWNER
Chicago Transit Authority

PROJECT START DATE
2020

COMPLETION DATE
Ongoing

Red Line Extension Project

Chicago Transit Authority

R.M. Chin & Associates, Inc. (CHIN) serves as a subconsultant to the project manager to lead engagement with stakeholders and residents for the Chicago Transit Authority's Red Line Extension Project (RLE). This project proposes to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, adding 5.6 miles and four new stations with bus and parking facilities. The four proposed stops near 103rd Street, 111th Street, Michigan Avenue, and 130th Street would provide access to Chicago's Roseland, Washington Heights, West Pullman, and Riverdale communities, creating increased occupational and educational opportunities for residents on the Far South Side

Outreach and Public Involvement

Outreach and public involvement for the RLE Project is happening through various forms of community-based meetings, events, and open houses. The public has been engaged through different virtual platforms with a call-in option available, ensuring residents are informed on project updates and provided opportunities to provide feedback to the project team. Based on the LEP analysis, R.M. Chin has facilitated Spanish language translators for all meetings and ensured American Sign Language interpreters had been made available

Property Acquisition Assistance

Through extensive planning for the RLE Project, the client has determined it will be necessary to acquire properties to implement the project. CHIN has assisted in providing notification and organizing communication with relocation services for property owners and commercial and residential occupants relocated because of the RLE Project. In addition, R.M. Chin has managed several community meetings and a public hearing to engage and inform project stakeholders and the more general public of updates on the project. Community Meetings have been executed in personas and virtually to reflect equitable geographic coverage, proximity to public transportation, and to minimize overlap with other meetings scheduled in the project area.

R.M. Chin & Associates, Inc.
500 West 18th Street, Suite 200
Chicago, IL 60616

312-595-2000
www.rmchin.com

CHIN

PROJECT LOCATION
Chicago, IL

PROJECT OWNER
Illinois Department
Of Transportation

PROJECT START DATE
2021

COMPLETION DATE
Ongoing

75th Street Corridor Improvement Project

Illinois Department of Transportation

R.M. Chin & Associates, Inc. (CHIN) leads public involvement initiatives for the 75th Street Corridor Improvement Project (75th St. CIP): the largest project in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. Located in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham, the corridor runs along with two passenger and four freight rail lines.

Increased Mobility

The purpose of the 75th St. CIP is to improve mobility for rail passengers, freight, and local traffic movement in the area. In addition to these transportation improvements, the 75th St. CIP will provide economic benefits by creating and promoting contracting opportunities for certified Disadvantaged Business Enterprises (DBEs), implementing job training programs, and supporting education in community schools.

75th St. CIP Open House

Public involvement initiatives have included developing and organizing the first open house for the 75th St. CIP to distribute information to the public. The open house provided a presentation providing an overview of the project and exhibit boards on the overall CREATE program. The project team also prepared several handouts to provide additional information on the project, workforce development, small business opportunities, and community benefits.

Outreach Events

In addition to the in-person public meeting, the R.M. Chin team has developed and managed a multi-day virtual business-to-business outreach event. This event was hosted to prepare for the anticipated CREATE project bids and provide information to stakeholders. R.M. Chin developed all event communication materials, such as presentations, event invitations, speakers, and talking points.

CREATE
KEEPING THE GO IN CHICAGO

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Sam Schwartz
A TYLin Company

200 South Wacker Dr., Fl. 14
Chicago, IL 60606
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REQUEST FOR PROPOSAL

JOINT CITY OF DEKALB AND NORTHERN ILLINOIS UNIVERSITY

COMPREHENSIVE PUBLIC TRANSPORTATION STUDY

The City of DeKalb and Northern Illinois University (NIU) are leading this commuter rail feasibility study to more accurately ascertain the mobility needs of communities west of the Elburn Metra station, and how well the existing public transportation system meets those needs, including public transportation between municipalities in DeKalb and Kane Counties, access to higher education in the DeKalb area, access to growing business centers for jobs and training, and to a wide variety of tourist destinations.

This study seeks a consultant team with significant public transportation and public involvement, working with the City and NIU staffs in this early, high-level phase of study to identify ridership, capital costs, and operating requirements as a basis for defining financial feasibility. The consultant team may consist of one or more firms together under a prime consultant. The technical public transportation tasks are generally described in the following narrative.

TECHNICAL SCOPE

This study's Technical Scope will identify the study area's mobility deficiencies and develop potential solutions to address them. The consultant will keep the DeKalb/NIU teams informed on a regular basis.

Phase I

Phase I will determine potential ridership in the DeKalb County area and analyze the following:

- Any previous study recommendations regarding this subregion's public transportation systems including metropolitan planning authority (DSATS) studies;
- Any park and ride pilot projects serving DeKalb County;
- Existing land uses and planned developments that might be traffic generators;
- Existing traffic on the area's state highways and I-88;
- Any planned roadway improvements on arterial streets;
- Stakeholder interviews with local and regional public officials and business leaders, human service providers, educational leaders, DSATS members, and convention and visitor bureaus;
- Current and projected demographic data and employment patterns; and
- Maps and other visual graphics that depict demographics and ridership markets.

The Technical consultants will present this information in a logical and comprehensive way to the DeKalb/NIU team.

Deliverable: Existing Conditions and Market Assessment

Phase II

Phase II will focus on supplemental data to provide the basis for a realistic case for more, diversified public transportation service. The supplemental data will include, but is not limited to, the following:

- The number of households in the study area;
- The number of households with potential mobility needs (e.g. carless, elderly, low-to-moderate income families);
- Home permits and the potential for further housing growth;
- Areas with higher numbers of public transit users;
- Areas with major traffic generators, including NIU, Kishwaukee College, major shopping centers, senior housing, major employment centers, etc.;
- Total number of employed and employers;
- Number of employees by employment sector.

Deliverable: Evaluation of Transportation Needs

Phase III

Phase III invites the consultant teams to outline realistic short-term and longer-term plans to address the identified transportation needs. These broad plan concepts should have potential capital and operating costs included.

Deliverable: ***Final Report*** *with Recommended Five-Year Plan and Implementation Strategy. All Deliverables from the various phases of the Technical Scope will be compiled in the Final Report.* The consultant's Final Report will suggest logical means to address funding and logistical challenges revealed in these findings.

PUBLIC INVOLVEMENT SCOPE

The consultant will engage regional stakeholders in active ways. The consultants will present preliminary findings about the public transportation needs in the Elburn to DeKalb corridor, across the County of DeKalb, and among stakeholders throughout northern Illinois who are interested in public transit to and from higher education and jobs in the DeKalb County region.

Deliverables: Brochures, Media Releases, Public Meeting Announcements, Social Media Project Pages, and a Project Website.

CONSULTANT EVALUATION AND SELECTION

The DeKalb/NIU Team will consider the following factors in evaluating the consultant proposals:

- ✓ Professional qualifications of all people assigned to this project.
- ✓ The lead firm's approach to implementing this project, including probable timelines and deadlines.
- ✓ The lead firm's capacity to accomplish the work within its proposed timelines.
- ✓ The estimated cost to accomplish the work, by Phase, within the proposed timelines.
- ✓ The estimated cost to accomplish the work as a whole.
- ✓ Past performance on government contracts in terms of quality of work, ability to perform within performance schedules, ability to stay within an agreed budget.

PROCESS FOR SUBMITTING PROPOSALS

Each proposal shall be prepared simply and economically, avoiding the use of extensive promotional materials beyond those sufficient to provide a complete and accurate presentation.

The proposal shall be sent in an enclosed box or large mailing envelope, plainly marked as "Proposal for the DeKalb/Northern Illinois University Comprehensive Transportation Study." Six (6) paper copies and one (1) electronic copy on CD of the proposal should be sent to:

Mike Neuenkirchen
Transit Manager
City of DeKalb
1216 Market St.
DeKalb, IL 60115

Inquiries

Please direct any of your questions about this RFP to:

Mike Neuenkirchen
Transit Manager
City of DeKalb
Phone: 815-748-2370
E-mail: Michael.Neuenkirchen@cityofdekalb.com

The City of DeKalb and Northern Illinois University (NIU) are leading a feasibility study to more accurately ascertain the mobility needs of communities west of the Elburn Metra station.

REQUEST FOR PROPOSALS COMPREHENSIVE PUBLIC TRANSPORTATION STUDY – DeKalb, Illinois Requested By: City of DeKalb (hereinafter "COD") Proposal Due Date: December 01, 2022, at 5 PM Central Daylight Time Pre-Proposal Questions: COD encourages firms to provide written questions regarding this solicitation by November 16, 2022 at 5pm (CDT) to Mike Neuenkirchen Transit Manager City of DeKalb Phone: 815-748-2370 E-mail: Michael.Neuenkirchen@cityofdekalb.com Responses will be posted on the COD's website, https://www.cityofdekalb.com/1436/BIDS by 5 pm (CDT) on November 23, 2022. Proposal Submission: Each proposal shall be prepared simply and economically, avoiding the use of extensive promotional materials beyond those sufficient to provide a complete and accurate presentation. The proposal shall be sent in an enclosed box or large mailing envelope, plainly marked as "Proposal for the DeKalb/Northern Illinois University Comprehensive Transportation Study." Six (6) paper copies and one (1) electronic copy on CD of the proposal should be sent to: Michael Neuenkirchen Transit Manager City of DeKalb 1216 Market Street DeKalb, IL 60115 Proposal Available From: The REQUEST FOR PROPOSALS is available by contacting Michael Neuenkirchen, Michael.Neuenkirchen@cityofdekalb.com

Rail Feasibiltiy Study RFP

Posting Locations

Company	Website	Web Posting Link
Transit Talent	https://www.transittalent.com/search_solicitations_all.cfm	https://www.transittalent.com/SolicitationListing.cfm?SolicitationID=145848
Mass Transit Magazine	https://www.masstransitmag.com/transit-bids-rfp	https://www.masstransitmag.com/transit-bids-rfp/promotion/21284737/the-city-of-dekalb-rfp-joint-city-of-dekalb-and-northern-illinois-university-comprehensive-public-transportation-study

*Contacted American Public Transportation Association (APTA)-No response

Northern Illinois University
Office of the President

January 7, 2023

DeKalb City Council Members
164 East Lincoln Highway
DeKalb, IL 60115

Dear DeKalb City Council Member,

Federal infrastructure investment is at an all-time high, presenting a unique opportunity for DeKalb area leaders to compete for long-needed infrastructure dollars. As the only university community in Illinois without rail service, the time has come for Northern Illinois University (NIU) and the City of DeKalb to work together to correct this competitive disadvantage by aggressively pursuing commuter rail service for the area.

Our area has seen tremendous private sector investment over the past few years, with over a billion dollars invested so far and twice that much in the pipeline. We must make a strong, united case for public investment to leverage this private sector investment and continue the growth and momentum underway.

Rail service will help us continue to recruit businesses, attract employees and shoppers, and ensure a convenient and reliable mode of transportation for NIU students. Likewise, rail service would provide greater opportunity for residents of the region to connect to other communities in the region. NIU endorses and supports exploring opportunities to bring commuter rail service to DeKalb as a means of enhancing the initiatives underway and spurring new opportunities within the region.

NIU and DeKalb have a long and proud history of partnership, dating back to the successful campaign to locate NIU in the city in 1895. Our current collaborative efforts to advance critical strategic goals around economic and community development, social justice, and an enhanced quality of life for all demonstrate how effective we can be when we work together. NIU looks forward to working with the City of DeKalb, local industry and community leaders, students, and others who understand that rail access will help ensure our collective growth and vitality for generations to come.

Sincerely,

Lisa C. Freeman, DVM, PhD
President, Northern Illinois University