FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Local Technical Assistance and Community Planning Programs**
Sponsoring Agency	**CMAP, with suballocation to RTA depending on projects**
FHWA/FTA Amount Requested	$560,000
Local Match Amount	$140,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$700,000

Description and Justification

Brief Description

This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 8-10 local plans.

Major Tasks (up to 20)

1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. This year, both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. UWP funding would be used for those projects requiring consultant assistance. Project applications will be due in late June or early July.
2. Review and evaluate projects. CMAP and the RTA will review the applications received and divide them between the agencies based on their appropriateness (i.e. the RTA will receive applications with a heavy transit focus). The transit service boards, Counties, and Councils of Government/Councils of Mayors will be asked to participate in the review process. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following the approval of the selection (Step 3, below), CMAP will then subgrant funds to the RTA to cover the projects that they will administer.
3. Select new projects. For projects administered by CMAP, approval from both the Board and the MPO Policy Committee will be sought in October, with a recommendation from the Transportation Committee and Local Coordinating Committee prior to approval. Projects administered by the RTA will be subject to approval of the agency budget in December.
4. Initiate new projects. Successful communities will either hold their own consultant selection processes to procure consultant assistance or will work with CMAP/RTA to

choose from a list of pre-qualified consultants already screened by CMAP/RTA.

5. Implement selected projects. Each project is expected to result in the adoption of a plan or a regulatory document by at least one unit of local government. Each project is also expected to advance the implementation of GO TO 2040 by translating the principles of the regional plan into local planning practice.
6. Evaluate program success and make adjustments. In future years, modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program are expected.

Competitive Justification (please identify the regional focus area associated with this project)
Local Technical Assistance

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
This project responds directly to the "Local technical assistance" priority. The focus of the CMAP Local Technical Assistance and RTA Community Planning Program is to provide assistance to local governments through direct, individualized technical assistance. Because of the central role that local governments have in the implementation of GO TO 2040, this work has been identified by the UWP Committee as a high near-term priority.

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)
Yes. This project directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. The coordination of CMAP and RTA grant programs is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space, but projects that focus on these topics supplement UWP funding with other sources.

Is this project a continuation of previous work? If so, please explain.
Yes. CMAP and the RTA submitted joint applications similar to this one in FY 14 and FY 15.

Who will benefit from the interim or final products of this project?
The products will benefit local governments (municipalities, COGs, and counties) as well as transportation agencies whose investments are affected by local land use decisions.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

What is the source of funds for the local match portion of this project? The funds that are subgranted to the RTA will be matched by RTA funds and match provided by the local project sponsors. The funds that are programmed by CMAP will be matched by the Illinois Department of Transportation and match provided by the local project sponsors.

Products and Completion Schedule		
Product	**Product Type**	**Completion Date**
Selection of approximately 8-10 new projects to receive grant funding	Outside distribution	October (CMAP) and December (RTA)
Initiation of local projects	Plan / program	Ongoing
Completion of local projects	Plan / program	FY 17
Process evaluation and preparation for FY 16 applications	In-house	March 2016

Expense Breakdown	
Staff (including overhead) cost	$
Total Person Months	
Consultant Cost	$700,000
Other Costs	$
Total Project Cost	$700,000
Please specify the purpose of consultant costs and time line for expenditure All costs in this project are consultant costs (either contracted with CMAP or RTA). All projects are scheduled to be initiated in the first half of 2016 and will be completed by 2017.	

Please specify the purpose of other costs

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Chicago Bicycle Plan for 2030 (CBP 2030)**
Sponsoring Agency	**Chicago Department of Transportation**
FHWA/FTA Amount Requested	$200,000
Local Match Amount	$200,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$400,000

Description and Justification

Brief Description The Chicago Bicycle Plan for 2030 (CBP 2030) will replace Chicago's Bike 2015 Plan and provide policy recommendations for successfully integrating bicycle travel into a balanced transportation network that promotes safe, enjoyable, healthy and affordable travel for all users. This plan will support the Go TO 2040 Comprehensive Regional Plan's goals of reducing congestion, creating and sustaining a world class transportation system, improving mobility, lowering emissions, and promoting alternative transportation modes such as walking, bicycling and transit.

This policy-based plan will build on and complement recent investments to Chicago's bike lane network lay the groundwork for Chicago to become the best big city for bicycling the US.

Major Tasks (up to 20)

1. Review Bike 2015 Plan and other US bike plans to develop menu of strategies for possible inclusion in the CBP 2030.
2. Develop a robust outreach plan to assist with the development and approval of the plan. Potential outreach tactics may include; technical working groups with existing advocacy groups, steering committee comprised of various city departments/agencies, public engagement sessions, social media presence, etc.
3. Finalize strategies to include in the CBP 2030. These strategies will be based off the 5 E's of bicycle planning and design - education, encouragement, engineering, enforcement and evaluation - and reflect current best practices in innovative bicycle planning and design, local and national trends in transportation planning, and local and national trends in urban policy.
4. Gather existing conditions and work completed to date on strategies.
5. Provide recommendations for new goals and objectives for each strategy.
6. Coordinate with internal and external stakeholders (city/state departments, sister agencies, advocacy groups, business groups, etc.) to ensure the plan has broad support and to coordinate efforts with other existing plans/policies. Assign roles and

responsibilities of these stakeholders to implement various strategies and to ensure the plan is implementable.
7. Develop implementation plan that identifies near, mid, and long-term priorities.
8. Identify innovative funding sources for implementation, including local, state, federal, and private funding opportunities.
9. Prepare draft and final plans for public review/comment, including presentations summarizing the plan
10. Finalize plan and prepare hard-copy and electronic copies for distribution

Competitive Justification (please identify the regional focus area associated with this project)
Modernization of the Public Transit System, Financial Planning Including Innovative Financing Strategies, Planning Work Towards Implementation of GO TO 2040

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
Modernization of the Public Transit System:
The CBP 2030 will include numerous strategies and recommendations to integrate bicycling with public transit. These recommendations may include engineering solutions that promote Complete Streets in which transit and bicycle accommodations are improved simultaneously, education and encouragement programs to promote trip-chaining between bicycling and transit, and better integration of Divvy, Chicago's Bike Share system, with the public transit system.

Financial Planning Including Innovative Financing Strategies:
Investments in bicycle-related programs and infrastructure have proven to be low cost investments that are highly effective at encouraging people to use a bicycle for transportation purposes. The CBP 2030 will include innovative financing recommendations and funding sources for implementation of the plan.

Planning Work Towards Implementation of GO TO 2040:
A world-class bicycle program supports several goals of GO TO 2040, most notably supporting Liveable Communities and improving Regional Mobility. Better bicycle policy and infrastructure will support land use that is appropriate for the urban context, and provide options for personal transportation trips in addition to the private automobile to reduce the strain on the regional transportation network.

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)
The CBP 2030 will provide recommendations and strategies that encourage bicycle travel for transportation, which ultimately support mixed-use and dense land use development, decreased reliance on automobile travel, increased local development and spending, and increased physical activity and personal health.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
Liveable Communities: Manage and Conserve Water and Energy Resources, Expand and

Improve Parks and Open Space; Regional Mobility: Increase Commitment to Public Transit

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

The CBP 2030 will build off the success of Chicago's Bike 2015 Plan and help implement Chicago's Streets for Cycling Plan 2020. The Streets for Cycling Plan 2020, released in 2012, identifies a 645-mile network of bicycle facilities throughout Chicago.

The CBP 2030 will also compliment other city plans and guidelines, such as the Chicago Complete Streets Design Guidelines, the Chicago Forward Action Agenda, Healthy Chicago 2.0, the Chicago Climate Action Plan.

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

The CBP 2030 will benefit all Chicagoans, residents of Northeastern Illinois, and visitors of Chicago. It will make bicycling a safer, more accessible, and enjoyable form of transportation and help Chicago receive 'Platinum' level recogintion for Bicycle Friendly Communities, thus becoming the best big city for bicycling in the US. The plan also supports regional/national initiatives, such as expansion of the Divvy Bike Share Program into neighboring municipalities, development of the Grand Illinois Trail, and development of the US Bike Route System.

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

City Funds already committed.

Products and Completion Schedule

Product	Product Type	Completion Date
Public Outreach Plan	Plan/Program	Q3 2015
Existing Conditions/Best Practices Report	Plan/Program	Q3 2015
Stakeholder Coordination	Plan/Program	Q1 2016
Draft Plan	Plan/Program	Q2 2016
Public Review/Comment	Outside Distribution	Q2 2016
Final Plan	Plan/Program	Q3 2016

Expense Breakdown

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Staff (including overhead) cost	$
Total Person Months	
Consultant Cost	$400,000
Other Costs	$
Total Project Cost	$400,000
Please specify the purpose of consultant costs and time line for expenditure Consultant will be selected to perform all tasks of the CBP 2030, under the direction of the Chicago Department of Transportation. The consultant will develop the public outreach plan, complete the existing conditions reports, oversee stakeholder coordination, develop the draft and final plan, and present for public review/comment.	
Please specify the purpose of other costs	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	South Lakefront & Museum Campus Access Alternatives and Feasibility Assessment
Sponsoring Agency	Chicago Department of Transportation (in cooperation with CTA)
FHWA/FTA Amount Requested	$400,000
Local Match Amount	$100,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$500,000

Description and Justification

Brief Description

CDOT's recently completed Museum Campus Transportation Study has identified two key potential infrastructure investments that would significantly improve transit access and capacity to the cultural attractions and special event venues in the Campus. These recommendations are (1) to create a South Lakefront Busway by enhancing and extending the McCormick Place Busway, and (2) to investigate the opportunity to increase transit access and capacity to Museum Campus along the Cermak corridor. This study would assess alternatives and feasibility for adding new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway. This would allow CTA buses to use the facility to more effectively serve Museum Campus and nearby neighborhoods & destinations while also eliminating the extreme unreliability of travel times in this area for CTA customers on existing South Lakefront express bus routes. The study would also assess alternatives and feasibility for linking Museum Campus institutions with each other, CTA's Red and Green Lines, the proposed South Lakefront Busway, and the rapidly redeveloping Cermak Road corridor extending from McCormick Place to Motor Row and Chinatown in an intuitive and visitor-friendly manner that encourages increased transit use. This new facility would be designed to increase transit capacity, and more efficiently and reliably serve special event demand at Soldier Field and on Northerly Island. It would also create transit connections that relieve traffic pressure on nearby neighborhood streets, leverage remote parking options, and allow all Campus institutions to maintain convenient public access on special event days. Once the physical needs are determined, right-of-way along this corridor may be preserved to allow for this future investment.

Major Tasks (up to 20)

1. Evaluate McCormick Place Busway enhancement alternatives to accommodate CTA use, and their effectiveness for addressing existing bus service performance deficiencies.
    a. Assess CTA bus performance in south lakefront corridor and options to improve

performance deficiencies.
   b. Investigate south lakefront corridor services as well as access to Museum Campus for ordinary activity and special events. Consider costs and benefits.
   c. Present recommended actions, design features, and estimated costs for enhancements to the existing McCormick Place Busway to accommodate CTA use.
2. Develop and assess alternatives for enhancing east-west transit access to Museum Campus and nearby destinations, especially considering increased capacity and reliability of transit connections to nearby major transit routes such as CTA's Red and Green Lines, Metra's Electric District and Rock Island Lines, and the proposed McCormick Place Busway enhancements described above.
   a. Investigate relative merits of the Roosevelt and Cermak Road corridors for this improved east-west access. Consider factors such as transit operations, transit customer service, accommodating nearby neighborhood needs and opportunities, and other relevant conditions. Recommend a preferred corridor.
   b. Quantify the benefits of this potential East-West transitway improvement in terms of travel times, ridership demand, capacity, and service reliability.
   c. Establish the physical feasibility of fitting potential transitway infrastructure into the space available, and identify a suitable type of transit vehicle (mode) to achieve the desired benefits.
   d. Assess alternatives for adequate and appropriate potential funding sources for design, construction, and operation of the recommended transit improvements.
3. Engage community and institutional stakeholders through an appropriate public involvement process.
4. Prepare interim and final reports as needed to effectively communicate ideas and support decision-making.

Competitive Justification (please identify the regional focus area associated with this project)
Modernization of the Public Transit System

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
Strategic investment in a South Lakefront Busway and increasing transit access and capacity to Museum Campus along the Cermak corridor is key to a further developing a multimodal regional transportation system that's accessible, affordable, coordinated with nearby land use, and supports existing communities. Regarding cost and investment efficiency, current conditions result in extreme delays and inefficient use of transit operating resources, especially during special events. Improved transit infrastructure in this area has the potential to significantly improve service reliability for existing customers as well as better accommodate growth in transit demand – both for everyday commuters as well as special event traffic.

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

The proposed improvements hold promise for encouraging transit trips by improving transit infrastructure in ways that enhance service reliability, increase capacity, and support neighborhood redevelopment. This supports regional environmental goals (i.e., more competitive transit service), and land use/housing/economic development goals (i.e., more TOD opportunities).
Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?) **This project supports two Go To 2040 recommendations: 10. Invest Strategically in Transportation (this study will allow decision-makers to better assess and prioritize key enhancements/modernizations of the existing system); and 11. Increase Commitment to Public Transit (this study will support improving transit's fiscal and operating performance, and is consistent with the goal of supporting land use planning and making focused infrastructure investments to help transit work better).**
Is this project a continuation of previous work? If so, please explain. **This proposal builds upon key recommendations of CDOT's recently completed Museum Campus Transportation Study, which in turn is a primary component of the Chicago Park District's forthcoming Museum Campus Framework Plan.**
Who will benefit from the interim or final products of this project? **The primary beneficiaries of the study will be the existing and prospective transit customers residing in, working/studying in, traveling through, or visiting the neighborhoods where the proposed improvements are located. Their interests will be served by CDOT, CTA, Park District, and other related agencies as this study is completed and its findings are used to inform ongoing capital investment decision-making.**
What is the source of funds for the local match portion of this project? **City Funds**

Products and Completion Schedule

Product	Product Type	Completion Date
Technical Paper – South lakefront bus performance assessment	In-house	Fall 2015
Technical Paper – Busway enhancement alternatives assessment and recommendations	In-house	Winter 2016
Technical Paper – Alternatives and recommendations for enhancing east-west transit access to Museum Campus and nearby destinations	In-house	Spring 2016
Public involvement	Meetings and online	Ongoing

Draft Final Report	In-house	Summer 2016
Final Report	Plan/Program	Summer 2016

Expense Breakdown	
Staff (including overhead) cost	$50,000
Total Person Months	**6**
Consultant Cost	$450,000
Other Costs	$
Total Project Cost	$500,000

Please specify the purpose of consultant costs and time line for expenditure
The consultant will be responsible for conducting the analyses described in the tasks set out above in order to assess alternatives and feasibility for improved south lakefront & Museum Campus access.

Please specify the purpose of other costs
Though not be charged against this grant, City staff will be responsible for managing and facilitating the project and providing information as needed.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Integrated Safety Data Portal and Investment Prioritization Tool
Sponsoring Agency	Chicago Department of Transportation (CDOT)
FHWA/FTA Amount Requested	$150,000
Local Match Amount	$37,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$187,500

Description and Justification

Brief Description

This project will create a common, web-accessible shared data platform for crash data analysis and visualization. Applications will map and summarize crashes by type (vehicle, pedestrian, injury, etc.), severity, and behavior in conjunction with detailed traffic signals data, real-time traffic conditions, traffic volumes, and pedestrian counts. The proposed platform will have internal applications for complete streets planning and engineering analysis, project evaluation, system management and operations, and investment in decision-making. The platform will also allow external users to view crash maps and statistics, meeting data-sharing goals outlined in the Chicago Pedestrian Plan.

The project would build on, and be integrated with, geographic databases and web mapping applications created for the CDOT Project Coordination Office (PCO). The PCO produces and organizes various data relating to current and planned capital and operational projects. The PCO uses these data to coordinate projects by CDOT, Chicago Department of Water Management, utilities, and other public and private entities in order to mitigate conflicts and increase the value of capital investments in the public way. The existing platform integrates incoming proposals and detects projects that overlap in time and space, generating notifications and maps for the PCO and associated project managers. This project will supplement the data currently in the PCO database to enable development of additional functionality and applications for planning, engineering, operations analysis, and project prioritization. This project will integrate existing crash, traffic, and pedestrian data with the existing PCO cloud-based data archive. In addition, at least one analytical application and one project implementation process (based on CDOT's complete streets delivery process) will be designed, developed, implemented, and tested as a model for other applications and processes. The data and application outputs will be viewable through an easy to understand web-based mapping interface.

Major Tasks (up to 20)

1. Integration of IDOT annual crash extracts with existing PCO database
2. Integration of CDOT Division of Traffic Safety and Division of Project Development signals, traffic, and pedestrian activity data with existing PCO database
3. Design, development, implementation, and testing of intersection crash analysis tool and data viewer
4. Design, development, implementation, and testing of high-crash priority location recognition to be evaluated for use with existing PCO processes
5. Design, development, implementation, and testing of internal web-mapping platform
6. Design, development, implementation, and testing of external, publicly-facing web-mapping platform
7. Create documentation for integrating additional data streams and developing analysis tools
8. Conduct training and development sessions
9. Publish web-mapping platforms

Competitive Justification (please identify the regional focus area associated with this project)

-Improving Decision-Making Models and Evaluation Criteria for Project Selection

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

The tool, combined with the existing PCO platform, will enable CDOT to realize efficiencies through existing projects by identifying opportunities to install safety countermeasures through resurfacing projects and other work in the public way. The final product will provide CDOT staff the ability to vet projects against crash data regardless of proficiencies with GIS software. Crash history is a major concern for project selection, planning, and evaluation but is time-consuming and technically challenging. This project would improve compliance with crash data and project scoping best practices laid out in CDOT's complete streets delivery process and speed and red light camera siting decisions. Additional cost savings would be realized through reduced consulting fees on typical roadway design projects.

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

This project will allow CDOT and other organizations to better identify opportunities to improve roadway safety and better meet the needs of pedestrians and bicyclists. These targeted improvements to safer, complete streets and street-level environment will contribute to regional mobility, foster livable communities, and improve public health through increased levels of personal activity.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
-Regional Mobility: Invest Strategically in Transportation, Creating Cost and Investment Efficiencies
-Efficient Governance: Improve Access to Information

Better project investment decisions will be made through the integration of existing databases in a single data archive and through the development of analytical tools proposed by this project. Lessons learned from this project will aid in creating data collection and warehousing best practices for the agency. The public will also be able to explore select elements of the finished database through a web viewer, improving knowledge of crash problems to inform community transportation planning priorities.

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

This project will build on the platform originally created for CDOT's PCO as described in the "Brief Description" section of this application. In addition, the project furthers crash analysis work currently performed by CDOT's Division of Traffic Safety and Division of Project Development, putting better, easier to use tools at the hands of decision makers, project managers, and the public.

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

Data archives and tools developed for this project will benefit all Chicagoans and Northeast Illinois by providing CDOT improved means to prioritize investment in safety and complete streets. With these flexible tools CDOT can guide public and private construction in the public right of way in a way that maximizes long-term benefits in value, safety, walkability, and public health. The external crash mapping applications will provide a direct benefit to the public by giving communities and elected officials the ability to view and analyze high crash locations and behaviors.

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

Products and Completion Schedule

Product	Product Type	Completion Date
Concept of Operation	Draft and Final Technical Memo	Winter 2015

Data Integration Control Document	Draft and Final Technical Memo	Winter 2015
Interface Design Specifications	Draft and Final Technical Memo	Spring 2016
Data Integration	Database	Summer 2016
Data Integration Test Procedures	Technical Memo and Testing Compliance Matrix	Fall 2016
Data Archive and Mapping Software	Database and Mapping Interface	Fall 2016
Application Development and Testing	Software and Acceptance Matrix	Winter 2016
Application Results	Draft and Final Tables, Graphs, and Report	Winter 2016
Project Report	Draft and Final Technical Report	Spring 2017

Expense Breakdown	
Staff (including overhead) cost	$0
Total Person Months	
Consultant Cost	$187,500
Other Costs	$0
Total Project Cost	$187,500
Please specify the purpose of consultant costs and time line for expenditure Database integration; software development; application tool design and testing.	
Please specify the purpose of other costs N/A	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Pedestrian and Bicyclist Automated Counting Technology Study
Sponsoring Agency	Chicago Department of Transportation (CDOT)
FHWA/FTA Amount Requested	$160,000
Local Match Amount	$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$200,000

Description and Justification

Brief Description

The City of Chicago currently lacks robust, continuous data on daily, seasonal, and spatial variations in walking and bicycling. This project would pilot and evaluate the use of automated counting equipment at representative locations across Chicago's central business district and neighborhoods. Feasibility studies would be conducted for several technologies capable of continuously logging pedestrian and bicyclist activity over long time periods. Observed trends across a full year of data would be used to calculate pedestrian and bicyclist activity curves and compare findings across counters. Manual counts following established CDOT methods would be concurrently taken at automated counting sites to validate observations and determine accuracy. Findings would be recorded and explained in a final technical report, contributing to regional and national efforts to quantify non-motorized activity and document the efficacy of emerging technologies. These findings would be used to inform CDOT's adoption of non-motorized automated counting systems. Collected data would be made available to the public at the end of the project through CDOT's Chicago Traffic Tracker web mapping application (www.chicagotraffictracker.com). The final recommendations will contribute to CDOT's complete streets project planning and evaluation processes, determining appropriate technologies for improving scoping practices and enabling project managers to measure the effects of specific roadway improvements on non-motorized mode share.

Major Tasks (up to 20)

1. Evaluate existing traffic count data for geographic reach, temporal coverage, modes, and recording consistency
2. Improve traffic count data warehousing processes and formatting
3. Identify automated counter technologies and vendors
4. Scope representative counting locations based on geographic area, roadway operational characteristics, and land use

5. Coordinate pilot studies with vendors, deploy and trouble-shoot automated counting equipment
6. Collect automated and manual pedestrian and bicyclist counts at identified sites for at least one year
7. Validate automated counter accuracy with manual counts
8. Using automated counts, create and compare pedestrian and bicyclist activity curves based on time of day, season, land use, and roadway operational characteristics
9. Create automated counting technology evaluation document for CDOT and other partners
10. Format and upload data to CDOT database
11. Upload new and historical data to web platform for external viewing

Competitive Justification (please identify the regional focus area associated with this project)

-Improving Decision-Making Models and Evaluation Criteria for Project Selection

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

Robust pedestrian and bicyclist activity models will allow CDOT to better measure existing non-motorized mode share in the City of Chicago. City-specific adjustment factors will impact the value and generalizability of typical peak-hour studies. Finding from this study will guide CDOT in deploying technologies to better evaluate the impact of infrastructural improvements to the walking and biking networks on activity and safety as well as to prioritize complete streets design at critical locations.

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

This project will provide CDOT and other organizations best practices with emerging automated counting technologies. Once experienced, CDOT will be able to use these counters to better identify opportunities to improve roadway safety and better meet the needs of pedestrians and bicyclists. These systems will allow CDOT to target and evaluate improvements for safer, complete streets and supportive land uses, thereby contributing to regional mobility, livable communities, and improved public health.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
-Regional Mobility: Invest Strategically in Transportation, Creating Cost and Investment Efficiencies
-Regional Mobility: Other Actions (Municipal)

Better project investment decisions will be made through the adoption of automated counting

technologies. The spatiotemporal understanding of pedestrian and bicyclist activity levels will allow CDOT to better plan for and promote biking and walking. This data stream will provide further benefits through before and after evaluation of projects in comparison to city-wide trends.

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

This project expands on CDOT's Downtown Pedestrian Counts, bi-monthly volunteer bicyclist and pedestrian counts, and CDOT's pilot traffic count database. Comprehensive activity curves will allow more accurate extrapolation of pedestrian and bicyclist counts to daily and annual volumes, adding value to existing resources.

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

Findings and final data resulting from this project will benefit all Chicagoans and Northeast Illinois by providing thorough review of automated counting technologies to inform later widespread adoption. Future automated counting programs will help CDOT to prioritize investment in pedestrian and bicycle networks and supportive land uses. The availability of accurate activity estimations will increase knowledge of existing conditions while keeping data collection costs at sustainable levels. Improved count coverage will allow CDOT to guide construction in the public right of way in a way that maximizes long-term benefits in value, safety, walkability, and public health. Temporal trends will be made available to interested users, improving knowledge of variations in levels of walking and biking. The external web-mapping application will provide a direct benefit to the public. Community groups and local officials will be able to better visualize priority walking and biking areas as well as gaps in local networks. The business community can use the published data to determine the most advantageous location for housing, office space, and retail.

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

City of Chicago funding

Products and Completion Schedule

Product	Product Type	Completion Date
Existing Count Inventory and Coverage	Draft and Final Technical Memo	Summer 2015
Representative Locations Assessment	Draft and Final Technical Memo	Fall 2015

Identification of Pilot Non-Motorized Automated Counting Technologies and Vendors	Professional Services, Draft and Technical Memo	Fall 2015
Automated Counter Deployment and Troubleshooting	Professional Services	Spring 2016
Manual count validation	Professional Services, Draft and Technical Memo	Fall 2016
Pedestrian and Bicyclist Spatiotemporal Activity Curves and Adjustment Factors	Draft and Final Tables, Graphs, Metrics, and Technical Report	Winter 2016/2017
Automated Counting Technology Recommendations and Technical Analysis	Draft and Final Tables, Graphs, Metrics, and Technical Report	Winter 2016/2017
Collected Data Package for Web Application and Warehousing	Final Data Set	Spring 2017

Expense Breakdown	
Staff (including overhead) cost	$0
Total Person Months	
Consultant Cost	$200,000
Other Costs	$0
Total Project Cost	$200,000
Please specify the purpose of consultant costs and time line for expenditure Data evaluation; Project coordination; Professional data collection and QA/QC services; Quantitative analysis and modelling; Report writing	
Please specify the purpose of other costs	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Chicago Truck Routes Planning Study Supplemental**
Sponsoring Agency	**CDOT**
FHWA/FTA Amount Requested	**$ 48,000**
Local Match Amount	**$ 12,000**
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	**$ 60,000**

Description and Justification - To provide City planning support for determining and providing the Private Sector-Trucking Industry and City, State and the regional 7 county area defined by the northeastern Illinois counties of Lake, McHenry, Cook, DuPage, Will and Kane with valuable designated truck route information.

Brief Description
This will allow CDOT to complete the Chicago Truck Route Planning Study which will identify and develop a rational system of designated truck routes in the City of Chicago to supplement the State of Illinois and surrounding counties designated Class I and Class II truck routes in the region.

Major Tasks (up to 20)

1. Develop presentation materials and participate in meetings with City and other agency stakeholders,
2. Respond to City of Chicago comments and make revisions to Chicago Truck Routes Planning Study Draft Report,
3. Develop proactive approach to outreach, talking points and collateral material that may be used to educate external stakeholders and internal staff on the project, and
4. Develop a Chicago Truck Route Fact Sheet for industry.

Competitive Justification (please identify the regional focus area associated with this project)
This proposal will address regional mobility and community livability as it will facilitate the removal of trucks from areas where there activity is not appropriate.

Competitive Justification (please identify at least one principle of the regional priorities associated with this project and/or the required MPO activities)
With increasing freight demand that would promote the role of the trucking industry as an employment generator, the Truck Route Planning Study will further increase the safety of the trucking industry which would support the continued economic development of the Chicago Region.

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)
The Truck Route Planning Study is aiming to provide Economic Development Opportunities

that drives community growth and improve the environment by facilitating more efficient truck route movements that would decrease diesel emissions thus revitalizing neighborhoods.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
The Truck Route Planning Study will contribute to the GO TO 2040 Freight Recommendation of *"reducing congestion, improve safety, reduce emissions, and make deliveries to local suppliers more efficient, the region should pursue truck transportation improvements. These should include…an analysis and update of truck routes and restrictions."*

Is this project a continuation of previous work? If so, please explain.,
Yes, this supplemental work will further the development of the original Task Order that aimed to provide a cohesive understanding of the truck route system ensuring that the system is eligible for Federal funding; allows truckers to find the most effective routing from origin to destination; enables truckers to comply with the law; enables the city to enforce size, weight and route laws; is consistent with routes designated by neighboring jurisdictions; and encourages economic development.

Who will benefit from the interim or final products of this project? The primary beneficiaries of final product of this Truck Route Planning Study will be the State of Illinois, the 7 County multi-jurisdictional area of NE Illinois, the City of Chicago and the thousands of private sector trucking entities impacted by the designations of truck route system.

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

Products and Completion Schedule

Product	Product Type	Completion Date
Chicago Truck Route Planning Study REPORT	Outside Distribution	March 2016

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Expense Breakdown	
Staff (including overhead) cost	$ **N/A**
Total Person Months	**9 Months**
Consultant Cost	$ **60,000**
Other Costs	$ **N/A**
Total Project Cost	$ **60,000**
Please specify the purpose of consultant costs and time line for expenditure The consultant will be responsible for conducting the analyses described in the tasks set out above in order to complete the truck route study.	
Please specify the purpose of other costs	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Improve the efficiency of transit service by upgrading scheduling software
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	$540,480
Local Match Amount	$135,120
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$675,600

Description and Justification

Brief Description

The goal of this project is improve the efficiency of CTA's bus and rail service by upgrading the scheduling software. This software upgrade will allow CTA to take advantage of improved optimization tools that will save labor and maintenance costs. The upgrade will also enhance rail scheduling's ability to alter rail service for major construction activities more quickly through a trip shifting feature. The upgraded software also includes an improved calendar functions to help CTA manage creating supplemental service for special events, which is critical for the interface with CTA's new payroll and daily operations system, TOPS.

Major Tasks (up to 20)

1. Software vendor submits final upgrade proposal to CTA. CTA and software vendor agree to user requirements and customizations over and above the base application.

2. Contract proposal, negotiation and acceptance. The 2015 software version is formally offered to CTA with pricing. Final negotiations on customizations and costs precede contract acceptance. A schedule of project milestones and vendor onsite visits will be established.

3. Project scope, customizations, vendor programming. The length of this phase depends on customizations requested. Calendar functions will be customized by the vendor. The new calendar module in the upgraded software is needed to program special school dismissal service, service to sporting venues and special events, and multiple construction events. The interface to the dispatch system will also be developed during this phase.

4. Software installation and user acceptance testing. CTA will install the ugraded

scheduling software application and verify that the application has all specified deliverables. User acceptance testing constitutes the majority of the work in this phase since Scheduling staff will need to conduct an abbreviated version of full schedule construction along with the production of all hard-copy and electronic material including schedule bulletins.

5. Training, parallel testing, final user acceptance. This phase begins with a new application based on changes from initial testing. CTA employees will be trained in the new appplication features. Parallel testing with the current application will be conducted as a final step in order to verify the integrity of the software. The final step will be acceptance of the application and full integration with daily operations.

Competitive Justification (please identify the regional focus area associated with this project)

Modernization of the Public Transit System

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

This project closely aligns with the stated principle to "identify methods and technologies to improve operational efficiency of the transit system." Specifically, the project enables CTA to more efficiently schedule its 1,800 buses and 1,100 rail cars on a daily basis, saving operating costs through improved operations. Finally, the upgrade will enable CTA to utilize an improved calendar and events function in the scheduling system needed to interface with the new CTA dispatch and payroll system.

Competitive Justification (will this project inform or achieve regional or sub regional land use, housing, environmental, economic development, or human services goals? Please explain.)

CTA's transportation service is vital to the region to mitigate congestion and improve mobility. Rail construction activities are sometimes necessary to repair, rebuild and expand the transit network. CTA's proposed software upgrade will automate a manual process to create alternative rail schedules for construction work. This will help CTA to provide the necessary service to minimize disruption to our customers while minimizing extra costs.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

Funding of this project will support the goal of investing strategically in transportation technologies. Through improved methods and technology, CTA can take advantage of the most powerful optimization tools to schedule transit services more efficiently. The efficiencies gained in modernizing this process can increase available operating funds to bus and train service.

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

This project will build existing configurations and requirements of the existing scheduling

software version. The upgraded software will enhance the scheduling of day-to-day bus and rail service as well as alternative schedules for construction and special events. The new software has features that will improve the interface with a new dispatch and payroll system, called TOPS.
Who will benefit from the interim or final products of this project? This project will facilitate improvements that will help provide travel options more efficiently, and thereby provide congestion relief to the city and region. Current and future CTA customers from all over the region will benefit from more efficient and reliable daily bus and rail service. It will help support CTA's rail construction projects through alternative schedules that minimize disruptions to customers.
What is the source of funds for the local match portion of this project? Chicago Transit Authority (CTA) Operating funds

Products and Completion Schedule

Product	Product Type	Completion Date
Task 1: Application offering, user requirements	Plan/Program	3/15
Task 2: Contract proposal, negotiation and acceptance	Plan/Program	6/15
Task 3: Project scope, software customizations, and vendor programming	Plan/Program	9/15
Task 4: Software installation and user acceptance	In-House	2/16
Task 5: Training, parallel testing, and user acceptance	In-House	5/16

Expense Breakdown	
Staff (including overhead) cost	$180,000
Total Person Months	14
Consultant Cost	$345,500
Other Costs	$150,100
Total Project Cost	$675,600
Please specify the purpose of consultant costs and time line for expenditure Consultant time to upgrade software, create and test configurations, develop interface between the scheduling and dispatch/payroll systems, and train staff.	
Please specify the purpose of other costs Licensing fees for upgraded software.	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Expand Brown Line Core Capacity**
Sponsoring Agency	**Chicago Transit Authority**
FHWA/FTA Amount Requested	$500,000
Local Match Amount	$125,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$625,000

Description and Justification

Brief Description

The purpose of this project is to provide support for conceptual planning for a Brown Line Core Capacity project, including expansion of Kimball Yard, signal upgrades, and infrastructure realignments to improve travel time. This need for this project is supported by increasing ridership on the Brown Line, correlating with population shifts and new development along the Brown Line. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch. The 2009 project did not include the key supporting infrastructure improvements proposed here.

Major Tasks (up to 20)

1. Contract proposal, negotiation and acceptance. A schedule of specific project milestones will be established.

2. Project management for a study that would consider costs, benefits, funding strategies and preliminary planning for alignment and signal improvements on the branch, and yard improvements at the terminal.

3. Planning of a rehabilitated Kimball Yard that could accommodate additional capacity. This will include identification of site needs and a proposed layout for improved yard operations. For example, current service requires 7 trains per day operate from another CTA yard because of inadequate storage space, and the maintenance shop is sized for 6-car trains rather than 8-car trains.

4. Travel speed improvements will be identified by segments. For each segment, semi-mathemetized/graphic alternatives will be developed to allow a tangible review and

prioritization of segments. Simulation model runs to quantify travel time gains may be performed. Best candidates for improvement will be surveyed, along with some structural analysis and related signal analysis to determine feasibility.

5. Signals will be analyzed for available improvements to signal block lengths and locations; thereby allowing more trains and additional capacity.

6. Summary analysis of cumulative capacity gains and other benefits (agency cost savings, operating and travel speed improvements, reliability improvements, etc.) from proposed components will be performed.

7. Financial Planning will be conducted; various strategies will be explored, including various Federal FTA/FHWA sources, state and local source, as well as TOD/TIF and P3 opportunities will be explored.

8. Stakeholder and/or Public Outreach.

Competitive Justification (please identify the regional focus area associated with this project)

Modernization of the Public Transit System

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

This project prioritizes planning work for the modernization of the existing transit system. It develops plans to better utilize existing right-of-way, optimize use of current CTA assets, and improve rail infrastructure to accommodate ridership growth on a branch that has some of the oldest components in the system, including signal systems dating back to 1976.

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

Yes, this project will continue to support infill development and economic redevelopment in the urban area. It will facilitate intensifying land use along the Brown Line, which has 5 of the top 10 stations for new construction building permits within a quarter mile since 2009. It supports increasing transit ridership goals both in terms of enabling expanded capacity and increased service quality through time savings and improved customer comfort from a smoother ride.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

This project contributes to the CMAP regional mobility recommendations to 'increase commitment to public transportation' and also to 'invest strategically.' Specifically, the project is providing behind the scenes infrastructure improvements to increase capacity on a branch that

that has greatly benefited from recent station improvements and longer trains—43% peak ridership growth from 2009-2013.

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

Yes, this project builds on the recent Brown Line Modernization Project (completed in 2009). That project provided customer-facing improvements by reconstructing stations and increasing platform length. This project would support the background infrastructure, such as improving and expanding the capacity of the yard, signal system and alignments. The need for this project has been accelerated due to the success of the earlier project.

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

This project will facilitate improvements to a key transit corridor that will enhance travel options and thereby provide congestion relief to the city and region. The Brown Line provides access between downtown and the northwest side, linking the rest of the CTA system with neighborhoods, commercial corridors, employment centers, schools/universities, and other destinations. Current and future CTA Brown Line customers—including residents, workers, and visitors—will benefit from improved Brown Line rail services.

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

Chicago Transit Authority (CTA) Operating Funds

Products and Completion Schedule

Product	Product Type	Completion Date
Task 1: Contract proposal, negotiation and acceptance	Plan/Program	Oct-Dec 2015
Task 2: Project management	In-House	Dec 2015 – Dec 2016
Task 3: Planning for improvements to Kimball Yard	Outside Distribution	Jul-Sept 2016
Task 4: Planning for travel speed improvements through realignment	Outside Distribution	Apr-Jun 2016
Task 5: Planning for signal improvements	Outside Distribution	Jan-Mar 2016
Task 6: Summary of capacity gains and other agency benefits	Outside Distribution	Oct-Dec 2016
Task 7: Financial planning of proposed project elements	Outside Distribution	Oct-Dec 2016

Task 8: Stakeholder/public outreach	Outside Distribution	Apr-Dec 2016

Expense Breakdown	
Staff (including overhead) cost	$80,000
Total Person Months	12
Consultant Cost	$545,000
Other Costs	$0
Total Project Cost	$625,000
Please specify the purpose of consultant costs and time line for expenditure Consultant time to support planning tasks.	
Please specify the purpose of other costs None.	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Lake County Amtrak Station Feasibility	
Sponsoring Agency	Lake County Division of Transportation	
FHWA/FTA Amount Requested	$160,000	$
Local Match Amount	$40,000	$
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$200,000	$

Description and Justification

Brief Description

Lake County is interested in determining the feasibility of a station stop in the County for trains on the Chicago-Milwaukee passenger rail service operated by Amtrak. The service is financed by the Wisconsin DOT and Illinois DOT. There are presently seven daily trains (six on Sundays) and a study is underway of expanding service as the existing trains are operating near capacity, particularly on peak hour trips. There was a significant increase in ridership after a stop was established at the Milwaukee Airport, a facility which is very popular among Lake County residents. The track used by the service is owned by Metra as far north as Rondout and by the Canadian Pacific Railway (CPR) beyond.

The County would like to conduct a feasibility study of adding a station within the County. Stations are currently located in Downtown Chicago, Glenview, Sturtevant, WI, Milwaukee Airport and Downtown Milwaukee. The feasibility study would identify potential sites for a station stop and rank the sites based on established criteria in order to identify a preferred site. The station could be integrated with existing Metra commuter rail stations or serve as a stand-alone Amtrak Station. Conceptual design plans of the site layout could be included as part of the feasibility site also.

Major Tasks (up to 20)

1. Data Collection –
- Land use data
- Roadway access and circulation
- Passenger data- origin and destinations
- Environmental data
- Review of Metra stations along the Amtrak corridor
- Review of Pace routes intersecting the Amtrak corridor

2. Develop Alternatives
- Identify potential sites (potentially Lake Forest, Rondout, Waukegan, Gurnee, Wadsworth)
- Compatibility with railroad operations
- Access by various modes (including space for parking)
- Compatibility with surrounding land uses

3. Prioritize Alternatives
- Establish criteria
- Prioritize sites based on criteria
- Select a preferred site(s) .

4. Project Coordination
- Coordination with the three railroads (CPR, Amtrak, and Metra)
- Coordination with County and municipality staff

Competitive Justification (please identify the regional focus area associated with this project)
This effort coincides with the goals stated in the Regional Mobility theme of GO TO 2040. Identifying the appropriate location for an Amtrak station in Lake County is of regional significance in connecting residents from both southeast Wisconsin and parts of northeastern Illinois to major employment centers in Lake County. This effort also echoes the Plan's goal of strategic investments in transit that result in a high benefit to cost ratio by focusing on the railway currently used by Amtrak and the possibility of using an existing commuter station.

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

- Modernization of the Public Transit System – Coordinating existing Lake County public transit with Amtrak.

- Improving Decision-Making Models and Evaluation Criteria for Project Selection – Lake County and various municipalities within Lake County would like to provide Amtrak service within the County by adding a station. Lake County would like to complete a feasibility study that will make an informed location decision.

- Planning Work Toward Implementation of GO TO 2040 Major Capital Projects – GO TO 2040 recommends improvements to the Metra Milwaukee District North Line and the extension of the Metra Milwaukee District North Line in Lake County from Rondout to Wadsworth along the existing Canadian Pacific Railroad line that Amtrak operates on. By adding an Amtrak station along this line, the need for the improvements and the extension will be emphasized.

- Local Technical Assistance and the Formation of Collaborative Planning Efforts – Lake

County is interested in providing organized planning to assist in the identification of an Amtrak station location within the County to promote economic development.
Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.) Providing an Amtrak station in Lake County will improve access to major employment centers in Lake County for residents of southeast Wisconsin, Chicago and northern Cook County. The station will provide economic development opportunities in Lake County and provide access to Wisconsin and from Lake County.
Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?) GO TO 2040 recommends improvements to the Metra Milwaukee District North Line and the extension of the Metra Milwaukee District North Line in Lake County from Rondout to Wadsworth along the existing Canadian Pacific Railroad line that Amtrak operates on. By adding an Amtrak station along this line, the need for the improvements and the extension will be emphasized.
Is this project a continuation of previous work? If so, please explain. Individual municipalities have considered Amtrak stations in their communities but this project will determine the ideal location to all within Lake County. The project is consistent with GO TO 2040, Metra Strategic Plan, and the Lake County 2040 Transportation Plan.
Who will benefit from the interim or final products of this project? Employers and employees alike who are looking for expanded public transportation mode choices to access employment centers in Lake County, access to other regional transit services and to Amtrak's national service to the northwest.
What is the source of funds for the local match portion of this project? The source for funds is local Lake County funds drawing from Lake County Matching Tax Fund, Motor Fuel Tax Fund, or ¼% Sales Tax for Transportation and Public Safety Fund.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Products and Completion Schedule		
Product	**Product Type**	**Completion Date**
Feasibility Study	Report	6/30/17

Expense Breakdown	
Staff (including overhead) cost	$0
Total Person Months	0
Consultant Cost	$200,000
Other Costs	$0
Total Project Cost	$200,000

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

Preparation of feasibility study estimated to begin September 1, 2015 and complete by June 30, 2017.

Please specify the purpose of other costs

N/A

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Origin-Destination Survey**
Sponsoring Agency	**Metra**
FHWA/FTA Amount Requested	$560,000
Local Match Amount	$140,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$700,000

Description and Justification

Brief Description

Update the existing (2014, 2006, 2002) data on:

- Metra riders' modes of access to and egress from all 240 Metra non-downtown year-round stations,
- locations of Metra riders' homes ("productions") and non-home destinations ("attractions"),
- Metra riders' trip purposes, and
- usage of different ticket types,

concurrently with Metra "Station/Train Boarding and Alighting Counts" data-collection project .

Major Tasks (up to 20)

1. Design survey instrument.
2. Distribute survey to all Metra riders on all weekday trains between start-of service and noon.
3. Tabulate survey data.
4. Geocode origin and destination addresses.
5. Document methodology.

Competitive Justification (please identify the regional focus area associated with this project)

Congestion Relief (Multi-Modal (Management, Research, Planning))

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

Mode-of-station-access, mode-of-station-egress, origin, and destination data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects for the RTP, and for existing and new "infill" stations for the TIP. FTA's New Starts program requires this survey in 2011 (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.) Project's data will support CMAP's, RTA's and others' transit-oriented design studies, and support decisions for expanding transit as efficiently as possible to induce auto users to shift modes and to better connect underserved populations to jobs
Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?) The 2040 Plan has three recommendations for improving regional mobility; all three will be supported by this project. Understanding where Metra passengers are traveling, why they are traveling, and how they are accessing the stations is absolutely necessary in order to make **strategic investments** in regional rail thereby **increasing the region's commitment to public transit**. Additional, as many Metra lines share freight corridors, understanding changing service needs and usage along these lines can help make better decisions to **create a more efficient freight network**.
Is this project a continuation of previous work? If so, please explain. Similar surveys have been taken in 2002, 2006 and 2014, and more limited surveys were done several times in the 1990s. The origin-destination survey is to be coordinated with a separate system-wide count of passenger boardings and alightings for every weekday train and every station.
Who will benefit from the interim or final products of this project? Directly: the region's transit agencies and DOTs, and CMAP. Indirectly: the region's transit and highway users.
What is the source of funds for the local match portion of this project? Metra operating.

Products and Completion Schedule

Product	Product Type	Completion Date
Tabulations	In-house	March 2017
Tables to CMAP for model validations, etc.	Plan/Program	March 2017
Modes-of-Access feed to RTA's RTAMS website	Outside distribution	June 2017

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Expense Breakdown	
Staff (including overhead) cost	$20,000
Total Person Months	**4**
Consultant Cost	$**618**,000
Other Costs	$62,000
Total Project Cost	$700,000
Please specify the purpose of consultant costs and time line for expenditure Assist with questionnaire design. Print questionnaires. Deploy survey teams on Metra trains to uniformly distribute questionnaires. Collect/receive questionnaires. Record data from questionnaires. Do initial tabulation of results.	
Please specify the purpose of other costs ~10% contingent for follow-up surveys and data processing.	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Station/Train Boarding and Alighting Count**
Sponsoring Agency	**Metra**
FHWA/FTA Amount Requested	$480,000
Local Match Amount	$120,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$600,000

Description and Justification

Brief Description

Measure weekday passenger use at the rail station/train level, complementing other regularly collected ridership data which are at more aggregate levels of detail.

Major Tasks (up to 20)

1. An outside contractor would be engaged to conduct the count of passengers boarding and alighting each weekday train at each station for an entire rail line's schedule of service. All trains would be covered on most lines in a single day, limited to Tuesdays, Wednesdays or Thursdays. The entire system would be counted in about a 10-week period. On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors. Counts are taken on-board, with survey personnel placed at each rail car door.
2. Metra staff will provide pre-printed survey forms, and validate, collate, and report on the data. (This proposal does not include weekend counts.)

Competitive Justification (please identify the regional focus area associated with this project)

Congestion Relief (Multi-Modal (Management, Research, etc.)

Competitive Justification (please identify at least one principal of the regional priorities)

Weekday ridership data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects for CMAP's regional transportation plan, and for existing and new "infill" stations for the TIP. CMAP's air quality modeling efforts are also supported with this data. FTA's New Starts program requires this survey in 2011 (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.

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

Project's data will support CMAP's, RTA's and others' transit-oriented design studies, and support decisions for expanding transit as efficiently as possible to induce auto users to shift

modes and to better connect underserved populations to jobs
Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?) The 2040 Plan has three recommendations for improving regional mobility; all three will be supported by this project. Understanding where and when passengers board and alight Metra trains is absolutely necessary in order to make **strategic investments** in regional rail thereby **increasing the region's commitment to public transit**. Additional, as many Metra lines share freight corridors, understanding changing service needs and usage along these lines can help make better decisions to **create a more efficient freight network**.
Is this project a continuation of previous work? If so, please explain. Similar surveys have been taken in 2002, 2006 and 2014, and more limited surveys were done several times in the 1990s. The counts are to be conducted at the same time as an origin and destination survey.
Who will benefit from the interim or final products of this project? Directly: the region's transit agencies and DOTs, and CMAP. Indirectly: the region's transit and highway users.
What is the source of funds for the local match portion of this project? Metra operating.

Products and Completion Schedule

Product	Product Type	Completion Date
Report: Boarding/Alighting Count - Station Summary	In-house	March 2017
Report: Boarding/Alighting Count - Station Summary	Plan/Program	March 2017
Feed to RTA's RTAMS website	Outside distribution	April 2017
Tables to CMAP for model validation, etc.	Plan/Program	April 2017

Expense Breakdown

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Staff (including overhead) cost	$30,000
Total Person Months	**6**
Consultant Cost	$518,000
Other Costs	$52,000
Total Project Cost	$600,000
Please specify the purpose of consultant costs and time line for expenditure On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors. Counts are taken on-board, with consultant personnel placed at each rail car door.	
Please specify the purpose of other costs ~10% contingent for follow-up counts, needed recounts, and data cleaning.	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Harlem Avenue Transit Amenities Enhancement Project
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	$200,000
Local Match Amount	$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$250,000

Description and Justification

Brief Description: A land use/transit access study that identifies ways to improve transit accessibility along Harlem Avenue between Harlem Avenue/Lake Street in Oak Park/River Forest and Harlem Avenue/71st Street in Bridgeview/Bedford Park. The recommendations from this study will be used to prepare this portion of the Harlem Avenue corridor for future Arterial Rapid Transit (ART) service.

Major Tasks (up to 20)

1. Review existing Pace, CTA and Metra ridership data as well as any previous plans or studies that are relevant to the study area.
2. Catalogue existing land use/transit infrastructure conditions within the corridor including but not limited to bus stop locations, bus stop pad/shelter locations, sidewalk conditions, the accessibility of bus stops and pedestrian connectivity to surrounding land uses.
3. Based on Pace's current and future service plans, identify posted bus stop locations and potential future ART station locations using the stop selection process outlined in Pace's Posted Stops Program.
4. Recommend locations where transit supportive infrastructure is needed or should be improved.
5. Work with the various stakeholders within the corridor to solicit feedback regarding any proposed improvements.
6. Develop a land use/transit access plan for the Harlem Avenue corridor that includes capital cost estimates, a funding plan and an implementation strategy for transit supportive infrastructure improvements.

Competitive Justification (please identify the regional focus area associated with this project)
Modernization of the Public Transit System

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

- **Improved coordination of transit services**
- **Improved mobility for seniors**
- **Improve the integration of transportation and land use**

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)
This project will help improve housing, environmental and economic development. As this project's goal is to prep the corridor for Arterial Rapid Transit, the ultimate goal is to improve housing, environmental and economic development. New transit service will allow residents without access to cars the ability to have regional mobility and make it easier for low income residents to find housing. The improvement of transit service in the corridor will reduce greenhouse gas emissions from single-occupancy vehicles. Finally, the eventual implementation of an ART will bring employees more access to suburban jobs.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
Expansion of the Public Transit System

Is this project a continuation of previous work? If so, please explain.
The project is new, however it will expound on and compliment previous projects including: the south Harlem SW Council study with the RTA, the Cook/DuPage Council of Mayors study, and the Roosevelt/Harlem Forest Park Study.

Who will benefit from the interim or final products of this project?
Public transit riders through service implementation and non-customers through improved regional connectivity, leading to an improved economic development climate.

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

Products and Completion Schedule

Product	Product Type	Completion Date
Review Transit Ridership and Previous Plans/Studies	Outside Distribution	March 16
Catalogue Existing Conditions	Outside Distribution	June 16
Identification of Posted Bus Stop Locations	Outside Distribution	Sept 16

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Recommended Infrastructure Needs	Outside Distribution	Nov 16
Stakeholder Outreach	Outside Distribution	Jan 17
Land Use/Transit Access Plan	Plan/Program	Feb 17

Expense Breakdown	
Staff (including overhead) cost	$25.000
Total Person Months	**6**
Consultant Cost	$225,000
Other Costs	$0
Total Project Cost	$250,000
Please specify the purpose of consultant costs and time line for expenditure Project timeline is 12 months. The purpose is to conduct the study and pull together the components of the study. The Agency does not have the resources to conduct the study in-house.	
Please specify the purpose of other costs	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Will County-Naperville/Warrenville Fixed Route Planning
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	$160,000
Local Match Amount	$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$200,000

Description and Justification

Brief Description
A market anaylsis of current travel patterns and corridor analysis to investigate the feasibility of a fixed route transit service in the Will County-Naperville/Warrenville corridor and to make alignment recomendations.

Major Tasks (up to 20)

1. Introduction to the Will County-Naperville/Warrenville corridor including existing transit options.
2. Conduct a Market Analysis indicating which street segments have the greatest potential for ridership generation based on current area travel patterns and demographic data, including an analysis of CTPP data from the US Census.
3. Develop schedule and service alternatives based on the market analysis for potential routes connecting Will County and Naperville. Estimate ridership on each alternative.
4. Make an overall feasibility recommendation for fixed route transit service in this corridor and prepare a cost-constrained implementation plan, including a timeline for phased implementation if applicable.

Competitive Justification (please identify the regional focus area associated with this project)
Modernization of the public transit system.

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

In addition to helping moderize the Public transport system, this project will provide new mobility choices to a large population of the region that currently have few or no such transit

options. In addition, it will connect residents to new job opportunities that are currently not available to them.

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

This project will help with housing, environmental, and economic development. New transit service will allow residents without access to cars the ability to have regional mobility and make it easier for low income residents to find housing. This project will divert more travelers out of private cars and onto transit, improving the environement. The new route will allow workers to access worksites that are currently not accessible to those without cars, fostering economic development by giving employers access to a larger labor pool.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

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

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

While this project could be seen to be peripherally related to the South Cook - Will Restructuring Initiative, it is a distinct project in most respects. The project is also a further development of some of the key components of the Will County Long Range Plan.

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

Public transit customers through service implementation and non-customers through improved regional connectivity, leading to an improved economic development climate. The region is also likely to benefit from emission reductions through the diversion of auto traffic onto transit.

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

Pace Funds

Products and Completion Schedule

Product	**Product Type**	**Completion Date**
Investigation of Existing Conditions	Outside distribution	12/15
Market Analysis	Outside Distribution	2/16
Service Alternatives Analysi	Outside Distribution	4/16

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Overall Service Reccomendation	Outside Distribution	6/16

Expense Breakdown	
Staff (including overhead) cost	$20,000
Total Person Months	**6**
Consultant Cost	$180,000
Other Costs	$
Total Project Cost	$200,000
Please specify the purpose of consultant costs and time line for expenditure **The purpose is to conduct the study and pull together the components of the study. The Agency does not have the resources to conduct the study in-house.**	
Please specify the purpose of other costs N/A	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	**Pace Hispanic User/Non User Market Analysis Study**
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	$140,000
Local Match Amount	$35,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$175,000

Description and Justification

Brief Description
Pace is seeking a qualified Contractor to conduct a Hispanic User/Non User Market Analysis Study of Pace's fixed route services. The overarching goal of the study is to provide insights and perception analysis from the Hispanic population in the Pace service area, so that Hispanic population transportation needs can be better met, loyalty strengthened, and ridership increased.

Major Tasks (up to 20)

1. Review Existing Pace Research and Industry Best Practices and Recommendations;
2. Develop and Validate a Hispanic User/Non User Market Analysis survey tool.
3. Develop Sampling and Survey Administration Plans that covers the Hispanic population in the six county Pace service area.
4. Design, Print, Package, and Ship Survey and Promotional Materials;
5. Administer Surveys, Collect Data, and Enter Responses into Secure Data Files.
6. Create an Analysis Plan and Analyze Data.
7. Generate Reports of Findings and Actionable Recommendations.

Competitive Justification (please identify the regional focus area associated with this project)
Modernization of the Public Transit System.

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
This project will inform the future expansion and modernization of the public transit system. This project will also inform improved coordination of transit services, improved mobility for

seniors, improve transit's role in economic and community development, and improve the integration of transportation and land use.
Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.) This project will improve efficiency of the transit system and coordination between land use and transit supportive development.
Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?) The expansion, coordination, and modernization of the transit system. Transportation needs will be better met, loyalty strengthened resulting in increased ridership.
Is this project a continuation of previous work? If so, please explain. This is a new study which will focus on the Hispanci rider/non rider in the Pace service area.
Who will benefit from the interim or final products of this project? Pace's current and future customers. Pace, and other transportation agencies such as RTA, will benefit from the findings about Pace Hispanic rider/non rider experiences.
What is the source of funds for the local match portion of this project? Pace Funds

Products and Completion Schedule

Product	Product Type	Completion Date
Summary report of key findings from recent Pace Fox Valley Market Analysis, Harlem Corridor Market Analysis, and Hispanic user/non user focus group studies, and recommended application of best practice models to the Pace Hispanic User/Non User Market Analysis Study.	Outside Distribution	month 1
A recommended Pace Hispanic User/Non User Market Analysis Study survey tool.	Outside Distribution	month 2
Sampling and survey administration plans for the survey tools that integrate options for incorporating an	Outside Distribution	month 3,4

online approach where appropriate.		
Form design proofs and final proofed copies of all survey materials.	Outside Distribution	month 4
Survey distribution and data collection process; One fixed-choice data file and one verbatim comments data file for the survey delivered in Excel or SPSS format.	Outside Distribution	month 5,6
Report of ad hoc preliminary and final survey findings upon request.	Outside Distribution	month 7
Final report of Pace Hispanic User/Non User Market Analysis Study findings.	Outside Distribution	month 8,9

Expense Breakdown	
Staff (including overhead) cost	$25,000
Total Person Months	**N/A**
Consultant Cost	$150,000
Other Costs	$0
Total Project Cost	$175,000
Please specify the purpose of consultant costs and time line for expenditure Pace does not have the resources in-house to conduct a user/non-user market analysis study, and analyze the results.	
Please specify the purpose of other costs	

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Project Title	Parking Estimation Tool for Transit-Oriented Development
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	$136,000
Local Match Amount	$34,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	$170,000

Description and Justification

Brief Description:

The purpose of this project is to collect data on parking utilization in transit-oriented development (TOD) areas in the RTA 6-County Region and to use this data to create an interactive online tool for calculating parking needs in local TOD areas. Parking regulations in municipalities throughout Chicagoland are frequently determined by using the ITE Parking Generation guide, which was developed for suburban areas at peak parking times without taking into account surrounding land uses, walkability or transit access. These guidelines do not incorporate recent data that indicates that TOD residents across the US require less parking (TCRP Report 128). Excess parking can have many negative impacts on transit-oriented development (TOD), such as dispersed land uses that are detrimental to walking and driving up the costs of housing. Excess parking can also lead to higher rates of car ownership and driving, fueling a cycle of auto-dependence along with increased VMT and greenhouse gas emissions. To address this issue in TOD areas in the Chicago region, the RTA is proposing to develop an interactive, web and GIS-based tool (integrated with the RTAMS site) to determine the most appropriate amount of off-street parking that should be required for multi-unit residential buildings in TOD areas. This tool will be based on real data collected from a sampling of rail TOD areas throughout the RTA's six-county service area (including the City of Chicago). Data considered will include actual parking utilization rates at existing multi-family residential buildings, transit frequency, parking costs, population and employment densities and surrounding land uses. This data will be compiled and used to build a tool that helps communities and developers calculate the number of parking spaces needed per unit. The tool will also produce calculations depicting the associated benefits of the recommended parking levels compared to parking levels recommended by the ITE Parking Generation Guide, such as reduced greenhouse gas emissions, impacts on affordable housing and benefits to transit-oriented development (such as increased ridership or shifts in mode of access). The data collection effort and resulting tool will also address the potential for a spill-over effect of parking to on-street parking in more urban TOD areas.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Major Tasks (up to 20)

1. Convene project steering committee to guide tool development
2. Collect real-time parking utilization data from a minimum of 50 multi-unit, residential buildings in TOD areas
3. Collect data on transit frequency, mode of access to transit, ridership, parking costs, population and employment densities and surrounding land uses
4. Build database and interactive map to estimate appropriate per-unit parking spaces for residential developments
5. Develop additional tool functionality: calculations for reduced greenhouse gas emissions, impacts on affordable housing, benefits to transit-oriented development (i.e. increased ridership, shifts in mode of access).
6. Address potential for spill-over effect of off-street to on-street parking

Competitive Justification (please identify the regional focus area associated with this project)
Local technical assistance and the formation of collaborative planning efforts

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
This project supports the regional focus area of "Local Technical Assistance and the Formation of Collaborative Planning Efforts" and aligns closely with the principal "formal planning efforts that focus on transportation and other interconnected issues of livability." The project also supports the regional focus area of "Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use," particularly by planning for supportive land use around transportation and providing active technical assistance to local governments.

Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)
This project most closely supports land use, housing, environmental and economic development goals. This tool will inform local municipalities and private developers on the most appropriate level of parking needed for residential development in TOD areas. Parking levels that reflect the availability of transit, a walkable environment and nearby services can lead to land uses that support transit and walking, reduce driving (and emissions) and increase transit use and walking, and make housing more affordable by lowering development and purchase costs.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)
This project will contribute to two major recommendations in Go To 2040. First, "Achieve greater livability through land use and housing," by created a tool that municipalities can use to inform parking needs for residential developments, which can lead to more affordable housing. Second, it will contribute to "increase commitment to public transit" by providing data and information on parking that can lead to more transit-supportive land uses.

Is this project a continuation of previous work? If so, please explain.
While this project is not a specific continuation of work, the RTA has done previous work in the area of right-sizing parking for TOD, most notably through funding TOD zoning revisions for municipalities that reflect lower parking requirements near transit. This tool will provide local data to inform zoning requirements.

FY 16 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1, 2015 – June 30, 2016)

Who will benefit from the interim or final products of this project? Municipalities will be the main beneficiaries of this tool, as they will now how an easy way to estimate residential parking needs near transit using local data.
What is the source of funds for the local match portion of this project? RTA general fund.

Products and Completion Schedule

Product	Product Type	Completion Date
Develop Scope of Work	In-house	8/1/2015
Conduct Procurement	In house / Outside Distribution	10/1/2015
Data Collection	Outside Distribution	2/1/2016
Parking Tool Database and Map	Outside Distribution	5/1/2016
Additional Tool Functionality	Outside Distribution	7/1/2016
Final Parking Tool	Outside Distribution	8/1/2016

Expense Breakdown

Staff (including overhead) cost	$20,000
Total Person Months	**2**
Consultant Cost	$150,000
Other Costs	$0
Total Project Cost	$170,000

Please specify the purpose of consultant costs and time line for expenditure
A consultant will be selected to conduct the main scope items and facilitate focus groups, key person interviews and bring outside knowledge to potential recommendations. The project is

expected to take 12 months to complete.
Please specify the purpose of other costs NA