

**FY 17 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form**
State Fiscal Year (July 1, 2016 – June 30, 2017)

Project Title	Local Technical Assistance and Community Planning Programs
Sponsoring Agency	CMAP, with suballocation to RTA depending on projects
FHWA/FTA Amount Requested	\$600,000
Local Match Amount	\$150,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$750,000

Description and Justification
<p>Brief Description</p> <p>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 local plans and several smaller-scale follow-up activities.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. 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 work with CMAP/RTA to select qualified consultants.

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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. Each year, CMAP and RTA consider and make modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program.

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, 15, and 16.

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

What is the source of funds for the local match portion of this project?
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, match provided by the local project sponsors, and other

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sources.

Products and Completion Schedule

Product	Product Type	Completion Date
Selection of approximately 8 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	Ongoing
Process evaluation and preparation for FY 18 applications	In-house	March 2017

Expense Breakdown

Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$750,000
Other Costs	\$
Total Project Cost	\$750,000
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). Projects are scheduled to be initiated in the first half of 2017 and will be completed in 2018.	
Please specify the purpose of other costs	

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Project Title	Make Way for People Implementation Plan & Analysis
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$96,000
Local Match Amount	\$24,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$120,000

Description and Justification
<p>Brief Description: The Make Way for People Program converts neighborhood streets, sidewalks, plazas and alleys into places for people to sit, eat, and play. The program helps create safe walkable neighborhoods that support local businesses and strengthen a sense of place. The proposed project is a three part process seeking to 1) Evaluate how People Spots and People Streets specifically affect local businesses through additional foot traffic, increased sales, and unplanned purchases; 2) promote the use of alternate transportation choices such as pedestrian, transit and bicycle usage in line with CDOT's Modal Hierarchy; and 3) expand the program's reach through the development of design standards that can be utilized by community groups in the creation of more financially feasible and easily implementable projects. This is not meant to be the unique steps particular to the City, but rather the physical standards, requirements, processes, and details addressing utilities, adjacent land use, ADA accessibility, maintainability, ease of installation, etc., that are common to any location or municipality.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Engage key stakeholder and community leaders in the development and execution of program evaluation parameters, including but not limited to, surveys and local outreach. 2. Develop an outreach plan to disseminate information about People Spots/People Streets, their role in creating a sense of place in communities, local business surveys/interviews and transit evaluations. 3. Conduct user interviews and pedestrian/bicycle counts to determine foot traffic levels, transit and bicycle usage pre- and post- project installation. 4. Conduct local business surveys and business owner interviews of commercial properties adjacent to proposed People Spots/People Streets to find out base information on existing commercial activity prior to project installation and changes to commercial activities as a result of projects implemented. 5. Develop People Spot design standards applicable to a variety of community types throughout the region that foster the creation of financially feasible and implementable projects.

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6. Coordinate information among government agencies and divisions in the execution of the program (including groups involved in bike, transit, planning and placemaking initiatives).
7. Prepare draft and final document presenting results of local business surveys/interviews and walkability/transit mode studies. Make the results available in print and online.
8. Prepare draft and final design standards document for public review and comment, including presentations summarizing the proposed standards.
9. Ensure delivery of the program and resulting documentation on a timely manner through coordination with the various governmental agencies and community stakeholders.

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

- Livable Communities: Creating a Sense of Place
- Efficient Governance: Achieving Transparency
- Regional Mobility: Getting Around

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

Local Technical Assistance and the Formation of Collaborative Planning Efforts. A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

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

- Make Way for People initiatives and programs encourage multimodal transportation use and support livable, walkable and transit-supportive communities. People Spots change people's transportation choices. Preliminary studies of pilot project areas observed a 7% increase in walking, a 17% increase in biking and a 5% decrease in vehicle use. In addition, preliminary studies found that 57% of users walked to People Spot locations and 43% traveled less than ¼ mile to get there. Additional studies and analyses would help understand the link between transportation investments, the creation of public spaces in the right of way and people's s transportation choices.
- One of the main goals of GO TO 2040 is to make the region a better place to live. As noted by the plan, a region with interconnected communities that are welcoming, have their own sense of place and provide a wide variety of transportation and recreational choices, are key to a better quality of life. The Make Way for People program provides an increased opportunity for the support of dense livable communities with a diverse land use mix that supports the use of public transit and alternative transportation modes.
- A variety of business types and economic activities provide a nurturing environment for economic development, business and worker attraction. Make Way for People initiatives such as People Spots, provide local businesses with the opportunity to highlight their commercial storefronts, create an active public space adjacent to their properties that could trigger additional sales, and serve as an opportunity to show their commitment to community investment while encouraging the use of active transportation.

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<ul style="list-style-type: none"> People Spots and programming of public right of way elements such as People Plazas, People Streets and People Alleys, effectively help increase the availability of open spaces in a symbiotic relationship with transportation infrastructure for public use in denser communities. Additional open spaces promote better public health, increased use of active transportation and have proven to increase property and business values. The project seeks to increase access to information and data regarding the Make Way for People program and its resulting benefits. The results of the program evaluation would be shared with the public so communities can have a better understanding of their potential to become more livable.
<p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <ul style="list-style-type: none"> Achieve Greater Livability through Land Use and Housing Improve Access to Information Increase Commitment to Public Transit
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The Chicago Complete Streets Guidelines require that all projects comply with a <i>pedestrian > transit > bicycle > automobile</i> design modal hierarchy. In addition, Placemaking Guidelines to be released in the Spring, establish general design parameters for the creation of livable streets within the city through the use of programming, tactical urbanism and streetscape installations that promote the use of active transportation and community placemaking. The Make Way for People Program Implementation Plan and Analysis will further promote the use of tactical urbanism projects like People Spots, and evaluate their effect in local economies and people's transportation choices.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Local governments, residents and businesses that want to invest in additional public spaces in their communities. The design standards and resulting analysis data will increase stakeholders' capacity to leverage investment.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>City Corporate Funds</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Make Way for People Marketing Materials (to promote program participation)	Printed and digital materials	Q4 2016
Community Engagement Materials – Surveys, interviews, etc.	Printed and digital materials	Q4 2016

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Local Business Surveys and Business Owner Interviews (existing conditions)	Digital report	Q4 2016
People Spot Design Standards	Digital design standards documents	Q1 2017
Local Business Surveys and Business Owner Interviews (post project implementation)	Digital report	Q3 2017

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	24
Consultant Cost	\$110,000
Other Costs	\$10,000
Total Project Cost	\$120,000
Please specify the purpose of consultant costs and time line for expenditure Local Business Surveys and Business Owner Interviews (pre and post project implementation); Design Standards and Community Engagement Support. See timeline above.	
Please specify the purpose of other costs Document printing (design standards, local business survey/interview results, and marketing materials).	

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Project Title	Multimodal Crash Analysis Study
Sponsoring Agency	Chicago Department of Transportation (CDOT)
FHWA/FTA Amount Requested	\$240,000
Local Match Amount	\$60,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

Description and Justification
<p>Brief Description</p> <p>The Chicago Department of Transportation (CDOT) adopted a Vision Zero traffic safety policy in 2012, with a goal to eliminate traffic crash fatalities on Chicago’s roadways. Initial efforts to support this goal were grounded in detailed, citywide analyses of pedestrian and bicycle crash data supplied by the Illinois Department of Transportation (IDOT) for the years 2005 through 2009. Vision Zero has since grown into a citywide initiative involving several departments, including CDOT, the Chicago Police Department, the Chicago Department of Public Health, and the Mayor’s Office, and the Vision Zero Network recently named the City of Chicago as one of 10 focus cities participating in the inaugural Vision Zero Focus Cities Initiative. New analysis is needed to update findings for the years 2010 to 2014 and to build on CDOT’s 2011 Pedestrian Crash Analysis and 2012 Bicycle Crash Analysis reports. This project will allow CDOT to engage new partners in the planning process. The Multimodal Crash Analysis Study will include analysis of traffic crash for all modes for the first time and will expand analysis of the relationships between traffic safety, public health, crime, land use, and equity.</p> <p>Materials, methodologies, and lessons learned from this study will be provided to other municipalities for use in developing their own crash analyses. Findings from Chicago’s earlier crash analysis reports have guided CDOT’s efforts in prioritizing investments in infrastructure funding and planning Complete Streets, supplied information to law enforcement agencies on key behaviors and high incident locations within the city, and have provided the public and advocates with background and talking points. Materials produced by this project will enable communities with limited capacity to conduct basic analysis without the need for additional staffing.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Survey of best practices in crash analysis methods since the publication of the 2011 Pedestrian Crash Analysis and the 2012 Bicycle Crash Analysis

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2. Review of existing CDOT crash analysis reports and internal crash analysis procedures
3. Identification, collection, and cleaning of non-crash supplementary data sources including crime, public health, land use, transit ridership, traffic citations, automated enforcement, and transportation network data
4. Tabular analysis of crash data by and between years (including historical comparisons between earlier periods) and variables with separate break-outs by mode (pedestrian, pedalcyclist, motorist)
5. Geospatial analysis across geographies including but not limited wards, neighborhoods, and corridors with separate break-outs by mode (pedestrian, pedalcyclist, motorist)
6. Analysis of statistical and spatial relationships between traffic crash occurrence and demographic characteristics, crime, public health, land use, and other transportation network variables
7. Production and publication of executive summary document
8. Production and publication of in-depth technical analysis document
9. Production, testing, and distribution of a spreadsheet crash analysis summary tool for use by other municipalities compatible with IDOT annual crash data extract
10. Open house presentation of analysis and findings for a public audience
11. Technical workshop for municipal planners, staff, and affiliated consultants from across the Chicago metropolitan region to provide overview of findings and targeted technical assistance

Competitive Justification (please identify the regional focus area associated with this project)
Regional Mobility: Invest Strategically in Transportation

Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)
-Improving Decision-Making Models and Evaluation Criteria for Project Selection
-Local Technical Assistance and the Formation of Collaborative Planning Efforts

The Multimodal Crash Analysis Study will allow for better project investment decisions aimed towards areas of Chicago and the intersections, corridors, and facilities types where crash rates are highest. Results will also inform where additional enforcement and education efforts are needed, and which behaviors should be targeted. This study will allow Chicago to evaluate the impact of past policies and initiatives through historical comparison with the 2011 Pedestrian Crash Analysis and the 2012 Bicycle Crash Analysis and to benchmark future efforts.

The products of this study will directly benefit other communities in northeastern Illinois by modeling and explaining best practices, providing tools for analysis using a common data set, and bringing transportation professionals from interested communities together to discuss how to implement similar studies.

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

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This project will lay needed groundwork supporting collaboration between public health and transportation and land use planners in northeastern Illinois, in turn building broader support and capacity for multimodal transportation facilities in areas of highest need. The scope of the human services policy has expanded rapidly in the last five to seven years with the rise of Complete Streets policies and strong new partnerships between transportation and public health professionals. The voice of public health in land use and transportation planning brings a sharp new focus to racial and economic disparities in livability and transportation safety.

Initial assessments of trauma and hospital data provided to CDOT by the Chicago Department of Public Health (CDPH) reveal distinct racial disparities in those killed in traffic crashes in Chicago. This study will provide the City the opportunity to expand this equity-based study of the human impact of traffic crashes. Deeper study will allow CDOT, CDPH and the many communities that share demographic and economic characteristics with Chicago's high-crash areas and populations to understand and address the conditions that lead to these tragic events. Study results will model new goal setting metrics and evaluation methods for communities throughout the region as they work to support public health and quality of life.

The insights yielded by this project will influence CDOT's Complete Streets decision making in infrastructure projects and could inspire other communities in the region to participate in CMAP's LTA program in order to set a longer-term course in support of healthy mobility for mid-low income populations and communities of color.

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)

Livable Communities: Achieve Greater Livability Through Land Use and Housing

The results of this project will support and guide the planning of safe, multimodal transportation facilities in the City of Chicago prioritized on areas and corridors of highest need. Results of the study will enable Chicago to share information and tools with communities of need to identify and address challenges that impact their residents, leading to targeted and efficient uses of limited infrastructure funding and staff time. The relationship between land use and traffic safety outcomes will take on an expanded role in this update to earlier work. Findings will provide transportation planners with an increased understanding of the relationship between land use, design, and performance metrics.

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

This project is a continuation and update to the 2011 Pedestrian Crash Analysis and the 2012 Bicycle Crash Analysis as well as ongoing internal efforts to keep high level crash statistics updated. Results from the earlier crash reports have been instrumental in setting departmental goals as well as communicating the purpose of projects and programs to the public and IDOT.

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Several Complete Streets initiatives including incorporating bicycle and pedestrian safety improvements in Arterial Resurfacing projects were implemented based on findings from these earlier analyses.

Recent crash analyses by Vision Zero peer cities have established new best practices in this field. This project will allow CDOT to evaluate and improve existing methodologies, incorporate new roadway users into the analysis, build relationships with the public health community, and share the results with the public and other IDOT crash data users.

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

Findings and final data resulting from this project will benefit CDOT and all other municipalities/COGs in the region. The final reports, tools, and discussion stemming from this project will allow CDOT and other municipalities looking to use crash data to evaluate existing policies, programs, and infrastructure investments critical context and tools necessary to move forward with these initiatives. Communities with limited capacity to conduct best practices research in addition to full analyses will especially benefit from the guidance and the summary crash analysis tool proposed through this project.

Communities with populations reflective of at-risk groups and high-crash areas identified in the final report and the Councils of Government to which they are affiliated will benefit especially from the expanded public health findings.

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

City of Chicago funds

Products and Completion Schedule

Product	Product Type	Completion Date
Survey of existing reports and best practices	Memo	Winter/Spring 2017
Executive Analysis Report	Report/Publication	Summer/Fall 2017
Technical Analysis Report	Report/Publication	Fall/Winter 2017
Traffic crash analysis summary template	Spreadsheet tool	Fall/Winter 2017
Public Open House	Event	Winter/Spring 2018

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Technical Workshop for Crash Data Users	Event	Winter/Spring 2018
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Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	0
Consultant Cost	\$300,000
Other Costs	\$0
Total Project Cost	\$300,000
Please specify the purpose of consultant costs and time line for expenditure The consultant will provide services including research, analysis, report writing and design, spreadsheet development, and management of public meetings. All work product is expected to be completed by Q1 2018.	
Please specify the purpose of other costs	

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Project Title	Pedestrian and Bicycle Count Study
Sponsoring Agency	Chicago Department of Transportation (CDOT)
FHWA/FTA Amount Requested	\$320,000
Local Match Amount	\$80,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

Description and Justification
<p>Brief Description</p> <p>The City of Chicago is a national leader in pedestrian and bicycle planning, design, and implementation and has several policies and initiatives in place to make walking and bicycling safer and more convenient for residents, workers, and visitors alike. Many suburban communities are also emphasizing better pedestrian and bicycle accommodations. The City and region currently lacks robust and continuous data, however, for project planning and evaluation purposes and for developing adjustment factors on where and when people walk and ride their bikes. This project will utilize multiple count methods, both manual and automated, to collect pedestrian and bicycle count data at a variety of locations across Chicago, including the Central Business District (CBD), a variety of neighborhoods that are contextually similar to municipalities throughout the region, and trails of regional significance within the City of Chicago. This project will also complement the efforts of US DOT to improve pedestrian and bicycle data collection through its Mayor's Challenge for Safer People and Safer Streets initiative.</p> <p>Improved pedestrian and bicycle count data is needed to advance the City's goals of building safer streets, increasing healthy transportation options, and providing equitable mobility for all. Local planners, engineers, stakeholders, and decision makers throughout the region will be able to utilize these data to guide investment in areas where traffic safety improvements are needed most. These data will supply the exposure information that is currently lacking for the purposes of developing crash rates along high-crash corridors and intersections. Improved non-motorized count data will also highlight the purpose and need of improved pedestrian and bicycle accommodations by documenting mode share and use data, and provide before and after data that are needed to analyze the successes of complete streets projects.</p> <p>The first major deliverable of this project will be to update the Downtown Pedestrian Count Study, which has been conducted four times since 1981 and was last performed in 2007. This Study will rely heavily on manual counts conducted over extended hours throughout the course</p>

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of the day (weekdays, weekends, and select holiday peak periods). Locations and counting methods will mirror previous studies for purposes of historical comparability. Select manual counts will be paired with emerging automated count technologies deemed appropriate for dense urban environments like the CBD. The continuous count data collected by these automated counters will be used to create adjustment factors necessary to estimate daily, weekly, seasonal, and annual volumes at all manual counting locations.

The second major deliverable will utilize automated counting technologies to document pedestrian and bicycle activity at various locations throughout the City, including locations that are representative of surrounding municipalities as well as along trails of regional significance. These counters will record continuous pedestrian and bicycle activity over extended time periods to help develop daily, seasonal, and spatial adjustment factors that can be utilized for pedestrian and bicycle counts throughout the region. CDOT will work with interested municipalities and/or Councils of Governments to develop methodologies for count data collection programs that are replicable in municipalities throughout the region. CDOT will also develop a report detailing lessons learned and best practices for non-motorized count programs for distribution throughout the region.

Major Tasks (up to 20)

1. Develop a working group amongst City and regional stakeholders to identify count data needs, count program methodologies, and count locations within the City that are replicable in other municipalities
2. Identify automated counter technologies and vendors
3. Scope representative counting locations based on geographic area, roadway operational characteristics, land use, and recently completed or upcoming complete streets projects
4. Develop scope of work for the Downtown Pedestrian Count Study, including staffing requirements, automated technologies to utilize, locations of counts, and time and duration of counts
5. Collect automated and manual pedestrian and bicyclist counts at identified sites
6. Validate automated counter accuracy with manual counts
7. Technical report on the performance of automated counters, including lessons learned and best practices, to be shared with the region
8. Using automated counts, develop methodology for creating and comparing pedestrian and bicyclist activity curves based on time of day, season, land use, and roadway operational characteristics
9. Format the count data in a way that is compatible with existing count databases at CDOT and CMAP
10. Develop methodology for a long-standing count program within the City of Chicago aligned with CMAP's data collection goals and is replicable in other municipalities throughout the region

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<p>Competitive Justification (please identify the regional focus area associated with this project) <i>Improving Decision-Making Models and Evaluation Criteria for Project Selection</i></p>
<p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>Robust pedestrian and bicyclist count data will allow CDOT to better measure existing non-motorized activity and mode share in the City of Chicago. Exposure data will allow CDOT to develop crash rates, which will in turn assist in identifying priority projects along high-crash corridors and intersections for pedestrian and bicycle safety projects. The data will also allow CDOT to develop daily, weekly, and monthly Chicago-specific adjustment factors that can be applied to peak-hour counts conducted in the future. Findings from this study will also guide CDOT in deploying technologies to better evaluate the impact of infrastructure improvements to the walking and biking networks on activity and safety. The data obtained from the Downtown Pedestrian Count Study will also assist CDOT in justifying major capital improvements in the CBD that are of regional significance, such as future BRT projects, protected bike lane projects, or transit station improvement projects. The published downtown count study will be valuable to a wide range of planners, researchers, and members of the public in understanding the impact of development and related transportation and land use policies in CBD activity.</p>
<p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>This project will provide CDOT with an updated Downtown Pedestrian Count Study as well as continuous automated count data from representative areas throughout the City. CDOT will be able to use these data to better identify opportunities to improve roadway safety and better meet the needs of pedestrians and bicyclists. These data 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. The data will also be publicly available for use by neighborhood groups, private developers, economic development groups, and other interested stakeholders. Collected data and adjustment factors will also be available for travel model validation as well as research into the impact of land use characteristics on walking and biking activity.</p>
<p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <ul style="list-style-type: none"> • Regional Mobility: Invest Strategically in Transportation, Creating Cost and Investment Efficiencies • Regional Mobility: Other Actions (Municipal) <p>The data obtained from the Downtown Pedestrian Count Study will assist CDOT in justifying major capital improvements in the CBD that are of regional significance, such as future BRT projects, protected bike lane projects, or transit station improvement projects. Improved and</p>

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more robust count data on a citywide level will allow for better project investment decisions aimed towards areas of the City where pedestrian and bicycle crash rates are highest. The spatiotemporal understanding of pedestrian and bicyclist activity levels will allow CDOT to better plan for and promote biking and walking, while the continuous 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 several CDOT count initiatives, including CDOT's previous Downtown Pedestrian Counts conducted in 1981, 1989, 2000, and 2007, bi-monthly volunteer bicyclist and pedestrian counts, and CDOT's pilot traffic count database that includes counts from various traffic studies conducted throughout the City. A more robust data set will allow more accurate extrapolation of pedestrian and bicyclist counts to daily and annual volumes, adding value to existing resources.

This project will also complement CMAP's pedestrian and bicycle count initiatives aimed at developing improved bicycle and pedestrian demand modeling, as well as providing lessons learned that could be incorporated into the US DOT's Safer People, Safer Streets initiative.

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

Findings and final data resulting from this project will benefit CDOT and all other municipalities/COGs in the region. As noted, a major task of this project will be to work with interested municipalities/COGs to develop a methodology this is transferable to others in the region. CDOT's work will troubleshoot technologies, document best practices and lessons learned, and identify appropriate count methodologies for a variety of urban environments and trail scenarios.

The data itself will help CDOT prioritize investment in pedestrian and bicycle networks and supportive land uses. The availability of accurate pedestrian and bicycle data 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 data will also be made available to community groups, local officials, and other interested parties so they can 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.

Data and results from this study will also be available to CMAP and researchers for use in validating transportation demand models and studying the relationship between land use utilization and walking and bicycling activity.

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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
Develop a working group to identify count data needs, count program methodologies, and count locations within the City that are replicable in other municipalities.	Draft and Final Technical Memo, Map	Winter/Spring 2017
Develop scope of work for the Downtown Pedestrian Count Study	Draft and Final Technical Memo	Winter/Spring 2017
Identification of Non-Motorized Automated Counting Technologies and Vendors	Professional Services, Draft and Technical Memo	Spring 2017
Automated Counter Deployment and Troubleshooting	Professional Services	Spring 2017
Downtown Pedestrian Count Study	Professional Services, Draft and Technical Memo	Summer/Fall 2017
Technical report on the performance of automated counters, including lessons learned and best practices, to be shared with the region	Draft and Final Tables, Graphs, Metrics, and Technical Report	Winter/Spring 2018
Pedestrian and Bicyclist Spatiotemporal Activity Curves and Adjustment Factors	Draft and Final Tables, Graphs, Metrics, and Technical Report	Spring 2018
Automated Counting Technology Recommendations for long-standing count program	Draft and Final Tables, Graphs, Metrics, and Technical Report	Spring 2018

Expense Breakdown

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Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$325,000
Other Costs	\$75,000
Total Project Cost	\$400,000
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 Automated count technologies for deployment throughout the City.	

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Project Title	Southwest Industrial Corridor Transportation Study (SWICT)
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
<p>Brief Description</p> <p>The Southwest Industrial Corridor (SWIC), located along I-55 on Chicago's Southwest Side and into the suburbs, is home to an active, growing cluster of manufacturers, warehousing and logistics businesses, and related industries. The corridor is attracting new tenants from local, national, and international corporations. However, in recent years the accelerated pace of freight-related economic growth in the Corridor, along with nearby commercial and residential activity, has resulted in increased traffic congestion and mobility challenges along I-55 as well as along nearby arterial and local streets. The City of Chicago's Department of Planning and Development (DPD) is currently preparing an initial analysis of the SWIC within the City to understand how the current and potential future mix of industrial land uses relate to the existing infrastructure conditions and the movement of freight through the City and region. The goal is to establish policies that will strengthen the competitive position of the SWIC and surrounding communities.</p> <p>The proposed Southwest Industrial Corridor Transportation Study (SWICTS) will build upon DPD's initial analysis by conducting a detailed review of potential infrastructure improvements that are directly related to freight movements within the SWIC. It will also consider how other regional freight related projects, such as the CREATE Program, relate to infrastructure needs and opportunities in the SWIC. The overall goal of SWICTS will be to assist and support continued freight-related economic development in this Corridor and its surrounding communities with transportation infrastructure that is safe, accessible, functional, manageable, and attractive.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Establish project stakeholder group led by CDOT and including DPD, CMAP, IDOT, Cook County and other local community and neighborhood groups as may be relevant. 2. Assess existing conditions and examine work completed to date as part of the DPD study, including but not limited to: <ol style="list-style-type: none"> a. Pavement Condition and Assessment

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- b. Traffic counts and vehicle type analysis
 - c. Route choice decisions related to freight-related businesses in the SWIC
3. Identify goals, objectives, strategies, and transportation improvement project opportunities to address the local and regional transportation issues affecting the SWIC.
4. Develop evaluation criteria for transportation improvement projects, and prepare recommendations based on the evaluation criteria.
5. Develop an implementation plan for the recommended improvements that identifies near, mid, and long-term project priorities.
6. Identify potential funding sources for implementation, including local, state, federal, and private/innovative funding opportunities.
7. Prepare draft and final plans for review/comment, including presentations
8. Finalize plan and prepare hard/electronic copies for distribution as needed

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

This project will analyze the Southwest Industrial Corridor along I-55 and nearby neighborhoods. It will assist with:

- Upgrading of the Freight Transportation Network
- 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)

Improvement and Upgrading of the Transportation Network System:

The Study will include numerous strategies and recommendations to integrate the needs and opportunities of the freight related industries with transportation-related infrastructure. These recommendations may include planning and/or engineering improvements to roadways, traffic signals, bridge conditions, railroad and intermodal connections, and achieving complete streets principles in industrial areas.

Financial Planning Including Innovative Financing Strategies:

The study will assess innovative financing opportunities for infrastructure investment to address the issues identified and promote economic development.

Planning Work Towards Implementation of GO TO 2040:

Chicago is a major hub for freight and freight-related industrial activity. Maintaining and improving our freight-related transportation infrastructure will support economic development for the city and region.

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

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The Study will allow CDOT and other organizations to better identify opportunities to improve roadway safety and better meet the needs of manufacturers, industrial companies, railroads, and trucking firms. These transportation improvements will lead to a safer and more efficient transportation network that also supports complete streets priorities and contributes to regional mobility and more livable communities.

The Study will provide recommendations and strategies that improve freight transportation and support economic development policies and initiatives of the city and region. It will address:

- Better management of traffic congestion
- Improved traffic safety
- Reduced air and noise pollution
- Reduced damage to roadways and bridges due to inappropriate vehicle loads
- More efficient use of existing transportation infrastructure
- Improved understanding and management of freight transportation needs
- Reduced freight-related transportation costs

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

Regional Mobility: Invest strategically in transportation, creating an array of benefit/cost and investment efficiencies

Efficient Governance: Improve access into and out of adjacent industrial, commercial and residential land use zones

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

The Study will build on work that is currently being done by CMAP and DPD. CMAP is currently working at identifying bottlenecks along the I-55 corridor while DPD is looking at analyzing the Industrial Corridors along the I-55 corridor to understand how the current mix of industrial land uses relate to the existing infrastructure conditions and the movement of freight through the City and region.

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

CDOT, IDOT, CMAP, Cook County, and freight-related industries will benefit from the final products of this Study. All users of the affected transportation systems will also benefit from improved system performance. Economic benefits may also accrue to freight-related businesses and their customers.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Existing Conditions Report	Working Paper	Spring 2017
Transportation improvement project opportunities and evaluation criteria	Working Paper	Summer 2017
Implementation and Funding Plan	Working Paper	Fall 2017
Draft and Final Reports	Report	Winter 2018

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$ 200,000
Other Costs	\$
Total Project Cost	\$200,000
Please specify the purpose of consultant costs and time line for expenditure Consultant services to perform the work described above. Expected project duration, 12-18 months from NTP.	
Please specify the purpose of other costs 	

**FY 17 Unified Work Program (UWP)
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Project Title	Core Capacity Expansion for Red and Purple Modernization (RPM) Phase Two
Sponsoring Agency	Chicago Transit Authority (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
<p>Brief Description</p> <p>The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next Phase of the Red and Purple Modernization (RPM) Core Capacity program, which is being delivered in phases in order to bring improvements sooner to the people who rely on the CTA Red and Purple lines. The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's effort to enhance the entire Red Line and is an identified as GOTO 2040 fiscally-constrained project. This proposed UWP project is to determine the scope of the RPM Phase Two, which is necessary to identify the elements of the RPM Program that need to be pursued next. As a follow up to the success of RPM Phase One, which is the first Core Capacity project in the country to be rated and entered into the Engineering Phase of the FTA's Capital Investment Grant Program. This project will include the capacity analysis, conceptual engineering, and early environmental review necessary to identify RPM Phase Two and all materials necessary to request entry into the project development phase of the FTA's Capital Investment Grant Program.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 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 sections of station, structure, alignment, power, and/or signal improvements throughout the RPM corridor to identify the scope of the next Phase of the RPM program.

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3. Review of all previous analysis and outreach conducted as part of the RPM corridor vision development and the identification of RPM Phase One.
4. Analysis of capacity, speed, accessibility, and structural improvements by sections within the RPM Corridor. For each potential RPM Phase Two package, alternatives will be developed to allow a tangible review and prioritization of package options. Best candidates for improvement will be surveyed, along with structural analysis and related signal analysis to determine feasibility, where necessary.
5. Stakeholder and/or Public Outreach to inform the scope of RPM Phase Two.
6. Analysis of cumulative capacity, speed, accessibility, and other benefits (agency cost savings, operating improvements, reliability improvements, etc.) from proposed components and project alternatives within RPM Phase Two 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 all value captured opportunities will be explored.
8. RPM Phase Two Materials necessary to enter FTA's Core Capacity Project Development Phase

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

The regional focus area is the Planning Work Toward GO TO 2040 Implementation.

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

The GO TO 2040 plan identified the Red and Purple Modernization Program as a fiscally constrained capital project for the region. The proposed tasks will contribute towards developing the next phase to be delivered and would advance this high priority project. This project also is related to the focus area of Modernization of the Public Transit System, as this project will modernize and make ADA-accessible another piece of the total nine and half miles of rapid transit that is significantly past its useful life and utilized by residents of various communities.

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

This project will evaluate the alternatives for transportation and community benefits as well as environmental, social, and economic impacts of the construction and operation of potential RPM Phase Two components. The project study area encompasses significant residential and

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commercial developments. Currently, the CTA Red Line provides 219,000 transit trips per day (Howard - 95th Street) connecting residents to employment and education centers in the region.

This project will also continue to support infill development and economic redevelopment in an urban area with good access to transit. It will facilitate intensifying land use along the Red and Purple lines. 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?)

The CTA's North Red and Purple Line Improvement.

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

Yes, this project is a continuation of previous work conducted to identify the RPM Corridor Vision and monitor the progress of the first phase of the RPM Program. CTA has conducted public outreach since 2009 including the North Red and Purple Lines Vision Study, early environmental scoping, series of open-houses on full corridor alternatives, and a robust outreach program for the NEPA analysis and project development of the RPM Phase One. This project will benefit from this past outreach and the success of the project development phase of RPM Phase One and continue this process for RPM Phase Two.

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 Red and Purple lines provide access between downtown, the north side of Chicago and near northern suburbs; linking the rest of the CTA system with neighborhoods; commercial corridors; employment centers; schools/universities; and other destinations. Current and future CTA Red and Purple line customers—including residents, workers, and visitors—will benefit from the additional services possible through the capacity expansion anticipated in RPM Phase Two and the improved capacity, accessibility and comfort afforded by any station expansions included within the RPM Phase Two project elements.

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

CTA's Operating Funds.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Task 1: Contract proposal, negotiation and acceptance	Plan/Program	Oct 2016 - Feb 2017
Task 2: Project management	In-House	Feb 2017 – Feb 2018
Task 3: Review of Previous Materials	In-House	Feb 2017 – Apr 2017
Task 4: Initial Program Analysis	Outside Distribution	Apr - Aug 2017
Task 5: Stakeholder/Public Outreach	Outside Distribution	Sept-Oct 2017
Task 6: Development of Phase Two project alternatives	Outside Distribution	Oct 2017 - Jan 2018
Task 7: Financial planning of proposed project elements	Outside Distribution	Oct 2017 - Jan 2018
Task 8: RPM Phase Two Project Development Materials	Outside Distribution	Dec 2017 - Feb 2018

Expense Breakdown	
Staff (including overhead) cost	\$100,000
Total Person Months	8-14
Consultant Cost	\$400,000
Other Costs	
Total Project Cost	\$500,000
Please specify the purpose of consultant costs and time line for expenditure Consultant time is to support planning tasks.	
Please specify the purpose of other costs None.	

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Project Title	South Halsted Corridor Enhanced Bus Feasibility and Planning Study
Sponsoring Agency	Chicago Transit Authority (CTA) & Pace
FHWA/FTA Amount Requested	\$960,000
Local Match Amount	\$240,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,200,000

Description and Justification
<p>Brief Description</p> <p>In Chicago's Far South Side communities, bus routes provide critical connections to the region's rail network. The purpose of this project is to assess alternatives and feasibility for enhanced bus infrastructure improvements along the South Halsted Corridor, which is a major north-south arterial transit corridor on the far South Side that CTA and Pace have identified as a high priority for improved transit service. Improvements along this corridor could achieve significant travel time savings for the more than 98,000 residents within a half-mile of the corridor and the nearly 13,000 daily transit customers who travel on CTA or Pace buses along the corridor.</p> <p>While long-term planning work on the transformational Red Line Extension project continues, investing in relatively low-cost, high-impact bus improvements along this corridor will enhance livability and support economic development in existing communities by reducing travel times and reinforcing links to regional employment and educational opportunities. Additionally, Pace has identified the South Halsted Corridor between the 95th Street Red Line Station and Harvey Transportation Center, as a priority corridor in the agency's Pulse Arterial Rapid Transit (ART) Program.</p> <p>The South Halsted Corridor is defined by the Harvey Transportation Center to the south and CTA's 79th Street Red Line station to the north. Current CTA bus service along the corridor provides connections to the Red Line stations at 95th and 79th street while Pace services provide connections to the 95th Street Red Line Station, Metra Electric Line West Pullman and Harvey stations and the Pace Harvey Transportation Center.</p> <p>This project will provide a comprehensive assessment of service patterns for the shared use of the corridor by CTA and Pace, and an evaluation of various infrastructure and transit service improvements that can be applied along the entire corridor. Analyses will include an initial</p>

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feasibility assessment, potential travel time reductions, operating cost savings, and ridership impacts from a range of bus infrastructure improvements along the corridor. Improvements include, but are not limited to, dedicated bus lanes, transit signal prioritization (TSP)/queue jumps, bus stop spacing optimization, and pedestrian improvements where feasible. This project will also support further conceptual planning necessary to apply for a South Halsted Small Starts project.

Major Tasks (up to 20)

1. Contract proposal, negotiation and acceptance. A schedule of specific project milestones will be established.
2. Project management and completion of a study that would consider costs and benefits for alternative service plans and design elements for the corridor. Specific tasks will include:
 - a. Assess existing conditions of CTA and Pace service on the corridor. This will consider existing transit service patterns, operations, and ridership, as well as overall traffic conditions and curbside uses.
 - b. Define and evaluate alternative corridor extents, service patterns, and enhanced bus treatments for the shared use of the corridor by CTA and Pace. Evaluate the physical and contextual feasibility of integrating enhanced bus infrastructure into the existing right-of-way along the corridor, including preliminary site survey work and initial assessments of all environmental and community impact categories required by NEPA.
 - c. Prepare traffic impact studies.
 - d. Evaluate the impact(s) from enhanced bus improvements on bus run times/transit travel speeds, transit connectivity, transit customer experience, ridership, reliability, operating costs, and construction costs.
 - e. Prepare preliminary drawings and/or renderings for transit stations, locations and typical cross-sections of corridor treatments.
 - f. Stakeholder and public outreach including direct community engagement through open house meeting(s) and/or visioning exercise(s), coordination with elected officials, community leaders, and other agencies including CDOT and IDOT.
 - g. Summarize evaluation findings into a final report to effectively communicate results and support further project development.
3. Financial Planning will be conducted and will explore various strategies, including various Federal FTA/FHWA, state, and local sources.

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

Modernization of the Public Transit System.

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

This project makes a commitment to improving and modernizing transit services to support Chicago's Far South Side communities along the South Halsted corridor. It will identify opportunities for CTA and Pace to coordinate and leverage enhanced bus infrastructure investments and transit services for the corridor, providing much needed improvements to bus speeds and operations and reinforcing CTA and Pace bus service as an effective, efficient, and reliable transportation choice for Far South Side residents. This project enhances intermodal and interagency transit connections—between Pace and CTA rail as well as with Metra service.

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 support ongoing efforts to improve transit options and mobility for Chicago's Far South Side communities. This project is expected to reduce transit travel times, improve the transit experience, and increase ridership in this area.

During the Red Line Extension Alternatives Analysis, local business owners along the South Halsted corridor emphasized the need for improved transit service along the corridor. Investments pursued in this project will support the economic redevelopment of the area and will identify a strategic path towards developing new high quality transit services to serve as the foundation for new local investment. In addition, residents along the corridor will have better and more reliable connections to jobs, services, and educational opportunities.

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

This project contributes to CMAP's regional mobility recommendation to increase commitment to public transportation.

CTA and Pace are pursuing this project in order to coordinate services and investments in small-scale infrastructure improvements, including enhanced bus treatments along the South Halsted Corridor. These improvements will enhance the transit experience and promote transit supportive land use along the corridor.

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

This corridor was originally studied by the CTA as part of the Red Line Extension's Alternatives

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Analysis (AA) and Draft Environmental Impact Statement. Pace has identified South Halsted as a priority corridor in the agency's plans for Pulse Arterial Rapid Transit (ART).

This project will accelerate Pace's plans to improve the corridor and will provide significant improvements to CTA and Pace service while Red Line Extension planning work continues.

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 for existing communities thereby improving local mobility and providing congestion relief to the city and region.

The South Halsted Corridor provides a critical connection to the CTA's rail network for residents living along the corridor. As CTA continues to develop the Red Line Extension project, current and future CTA customers along the South Halsted corridor—including residents, workers, and visitors—will benefit from these much needed improvements to bus services. Likewise, this project will provide necessary resources to advance Pace's plans to improve service for the South Halsted corridor.

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

CTA and Pace operating funds.

Products and Completion Schedule

Product	Product Type	Completion Date
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Contract proposal, negotiation and acceptance	Plan/Program	Oct—Dec 2016
Project management	In-House	Dec 2016—Dec 2017
Technical Report:Evaluation of existing South Halsted bus performance and other existing conditions	Outside Distribution	Dec 2016—April 2017
Technical Report:Assessment and recommendations for South Halsted corridor alternatives, including <ul style="list-style-type: none"> - Define alternatives and treatments - Physical feasibility and initial environmental/traffic impacts - Preliminary drawings 	Outside Distribution	April 2017—Sept 2017
Stakeholder and public outreach	Outside Distribution	Mar 2017—Dec 2017
Financial Planning	Outside Distribution	Sept 2017—Dec 2017
Final Report	Outside Distribution	Sept 2017—Dec 2017

Expense Breakdown	
Staff (including overhead) cost	\$120,000
Total Person Months	18
Consultant Cost	\$1,080,000
Other Costs	\$0
Total Project Cost	\$1,200,000
Please specify the purpose of consultant costs and time line for expenditure	
Consultant time is to support planning tasks.	
Please specify the purpose of other costs N/A	

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Project Title	Origin-Destination Survey
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$412,000
Local Match Amount	\$103,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$515,000

Description and Justification
<p><i>Brief Description</i></p> <p>Update the existing (2014, 2006, 2002) data on:</p> <ul style="list-style-type: none"> - Metra riders' modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line. - locations of Metra riders' homes ("productions") and non-home destinations ("attractions"), - Metra riders' trip purposes, and - usage of different ticket types (for FTA Title VI reporting), <p>concurrently with Metra's "Station/Train Boarding and Alighting Count" data-collection project .</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Update survey questionnaire. 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.
<p>Competitive Justification (please identify the regional focus area associated with this project) Congestion Relief (Multi-Modal (Management, Research, Planning))</p>
<p>Competitive Justification (please identify at least one principle of the regional priorities associated with this project and/or the required MPO activities)</p> <ul style="list-style-type: none"> • <i>Modernization of the Public Transit System.</i> • <i>Improving Decision-Making Models and Evaluation Criteria for Project Selection.</i> • <i>Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.</i> • <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts.</i>

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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 (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 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.
Very similar surveys were done very successfully in 2002, 2006 and 2014, so this survey use the same tried-and-true methodology. More limited surveys were done several times in the 1990s. The origin-destination survey is to be coordinated with (for data weighting) 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, CMAP, municipalities that have, or are adjacent to, Metra stations, and Amtrak (as owner of Chicago Union Station). Indirectly: the region's transit and highway users, FTA.

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

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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 Metra's public website and to RTA's RTAMS website	In-house & Outside distribution	June 2017

Expense Breakdown	
Staff (including overhead) cost	
Total Person Months	
Consultant Cost	\$515,000
Other Costs	
Total Project Cost	\$515,000
Please specify the purpose of consultant costs and time line for expenditure Assist with questionnaire revision. 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	

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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)	\$560,000

Description and Justification
<p>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.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 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. <p>(This proposal does not include weekend counts.)</p>
<p>Competitive Justification (please identify the regional focus area associated with this project) Congestion Relief (Multi-Modal (Management, Research, etc.))</p>
<p>Competitive Justification (please identify at least one principle of the regional priorities)</p> <ul style="list-style-type: none"> • <i>Modernization of the Public Transit System.</i> • <i>Improving Decision-Making Models and Evaluation Criteria for Project Selection.</i> • <i>Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.</i> • <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts.</i> <p>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 count (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's</p>

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<p>New Starts funding applications. The data are used to support FTA-required Title VI reporting.</p>
<p>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</p>
<p>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 <u>strategic investments</u> in regional rail thereby <u>increasing the region's commitment to public transit</u>. Additional, as many Metra lines share freight corridors, understanding changing service needs and usage along these lines can help make better decisions to <u>create a more efficient freight network</u>.</p>
<p>Is this project a continuation of previous work? If so, please explain. Very similar counts were done very successfully in 2002, 2006, 2014, and earlier years. This count would use the same tried-and-true methodology. The count is to be conducted at the same time as an origin and destination survey, for which it will provide data weights (expansion factors). (In addition to these counts every several years, to track trends and changes in ridership, Metra:</p> <ul style="list-style-type: none"> • records maximum passenger loads by train , as reported by conductors daily, • undertakes field counts of parking capacity and utilization rates at all of its stations each year, and • estimates monthly passenger trips using ticket sales.)
<p>Who will benefit from the interim or final products of this project? Directly: the region's transit agencies and DOTs, CMAP, municipalities that have, or are adjacent to, Metra stations, and Amtrak (as owner of Chicago Union Station). Indirectly: the region's transit and highway users, FTA.</p>
<p>What is the source of funds for the local match portion of this project? Metra operating.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
Report: Boarding/Alighting Count - Station Summary (by Metra staff)	In-house/public website	March 2017
Report: Boarding/Alighting Count - Train-by-Train detail (by Metra staff)	In-house/public website	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	
Staff (including overhead) cost	
Total Person Months	
Consultant Cost	\$560,000
Other Costs	
Total Project Cost	\$560,000
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	

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Project Title	Pace Hispanic User-Non User Market Analysis Study
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$148,000
Local Match Amount	\$37,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$185,000

Description and Justification
<p>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 transportation needs of this population can be better met, loyalty strengthened, and ridership increased.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 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.
<p>Competitive Justification (please identify the regional focus area associated with this project) Modernization of the Public Transit System.</p>
<p>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</p>

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integration of transportation and land use.
<p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>This project will improve efficiency of the transit system and help to create a link between land use and transit supportive development.</p>
<p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>The expansion, coordination, and modernization of the transit system. Transportation needs of an underserved population will be better met, loyalty strengthened resulting in increased ridership.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>This is a new study.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>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.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Pace Funds</p>

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	Outside Distribution	month 3,4

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integrate options for incorporating an 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	\$160,000
Other Costs	\$0
Total Project Cost	\$185,000
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 	