

**FY 2020 Unified Work Program (UWP)  
for Northeastern Illinois  
Competitive Projects Proposal Form**  
State Fiscal Year (July 1, 2019 – June 30, 2022)

<b>Project Title</b>	Local Technical Assistance and Community Planning Programs
<b>Sponsoring Agency</b>	CMAP, with sub-allocation to RTA depending on projects
<b>Federal Amount Requested</b>	\$560,000
<b>Local Match Amount</b>	\$140,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$700,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation with land use, housing, economic development, governance, and environment. These grants will be available for planning activities. Projects have been, and future projects will be identified through a competitive application process administered jointly by CMAP and the RTA each year. The 2018 call for projects occurred between September 6, 2018, and October 26, 2018. If the full requested level of funding and match is awarded it will support in whole or in part approximately 5 local plans led by CMAP and 1 plan let by RTA. The project selection process is still underway however, it is anticipated that the CMAP projects will include two transportation plans, a transit area land use plan, and two comprehensive plans; and the RTA projects will include a transit corridor assessment.

**Major Tasks** (up to 20)

**Pre-Proposal Tasks:**

1. Hold an application process for new projects. As in the past several years, CMAP and the RTA produced joint application materials. Both agencies used the same initial application materials for both staff assistance and consultant assistance projects. CMAP and RTA jointly hosted an open house event to help prospective applicants understand eligible project types, showcase previously accepted projects, and propose new project ideas. UWP funding would be used for those projects requiring consultant assistance. Project applications were due on October 26, 2018.
2. Review and evaluate project applications. CMAP and the RTA reviewed applications received and divided them between the agencies based on their appropriateness (i.e. the RTA received applications that primarily focused on transit). The transit service boards, CDOT, Chicago DPD, County Development Directors, working committees, Planning Liaisons, and partner technical assistance providers were asked to provide feedback on any/all applications. CMAP and the RTA will jointly agree on projects to be funded

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through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following board approval of the selected projects (Step 3, below), CMAP will then subgrant funds to the RTA to cover the project(s) that RTA will administer.

**Post-Proposal Tasks:**

3. Select new projects. For projects administered by CMAP, applicable approvals from the CMAP Board and MPO Policy Committee will be sought in the spring of 2019, with a recommendation from the Transportation Committee and Coordinating Committee prior to presentation to the Board and MPO Policy Committee. Projects administered by the RTA will be presented to the RTA Board in the first part of 2019.
4. Initiate new projects. Successful communities will work with CMAP/RTA to select qualified consultants.
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 RTA's Invest In Transit strategic plan and ON TO 2050 by translating the principles of the regional plan into local planning practice.
6. Evaluate program success and make adjustments. Each year, CMAP and the RTA consider and make modifications to application forms and processes, consultant procurement processes, and evaluation methods, and other administrative elements of this program.

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

Local Planning 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 responds directly to the "Local Planning Technical Assistance and the Formation of Collaborative Planning Efforts" UWP Committee's regional priority.

The focus of the CMAP Local Technical Assistance Program and RTA Community Planning Program are to provide assistance to local governments through direct, customized planning technical assistance. Because of the central role that local governments have in the implementation of ON TO 2050, the anticipated projects also indirectly support two other regional priorities identified by the UWP Committee which are: "Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use" and "Leveraging the Transportation System to Promote Inclusive Growth".

**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 strongly addresses transportation and land use/housing goals, and is also relevant to environmental, economic development, and human services as they relate to transportation.

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**Competitive Justification** (which particular GO TO 2050 recommendation will this project contribute to or implement?)

This project directly implements multiple ON TO 2050 recommendations:

**Governance pg. 225:**

*ON TO 2050 implementation will require technical assistance and strategies for building capacity, with a focus on each community's need for expertise and systems that promote resilience and growth.*

**Governance pg. 226:**

*Build on successes of the Local Technical Assistance (LTA) program*

**Governance pg. 227:**

*CMAQ and partners should continue to provide technical assistance to lower capacity communities, and develop new ways to build their capacity over time.*

*CMAQ should coordinate with partners to provide supplemental planning staff for local governments with limited or no planning staff to help with program activities determined in consultation with each municipality, after determining their priorities and needs.*

**Governance pg. 228:**

*CMAQ and partners should target technical assistance, trainings, and other assistance to municipalities in low income or low market areas.*

**Governance pg. 204:**

*CMAQ should establish or enhance partnerships with local, regional, and state entities across sectors in developing and implementing inclusive growth strategies for the Chicago region, building on CMAQ's expertise in transportation and land use issues.*

*CMAQ should continue to share its expertise and knowledge of the region and its communities within larger efforts to decrease economic inequality and promote inclusive growth.*

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

Yes. CMAQ and the RTA have submitted joint applications similar to this annually since FY14.

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 sub-granted to the RTA will be supplemented by RTA funds and a local contribution provided by the local project sponsors. The funds that are programmed by CMAQ

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will be matched by the Illinois Department of Transportation, local contributions provided by local project sponsors, and other sources.

**Products and Completion Schedule**

**(New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))**

<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Selection of projects to receive grant funding	Outside distribution	Before June 30, 2019
Initiation of local projects	Plan / program	Between July 1, 2019 and June 30, 2024
Completion of local projects	Plan / program	Before June 30, 2024

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

**Performance Measure Completion Schedule**

**(New Quarterly Reporting Requirement under BOBs 2832)**

<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Conduct a consultant selection process for each project funded by the FY2020 UWP Competitive fund	Number of processes conducted	June 30, 2024
Enter into consulting contracts for each project funded by the FY2020 UWP Competitive fund	Number of contracts	June 30, 2024

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

**Expense Breakdown**

<b>Staff Cost associated with this Project</b>	\$
<b>Overhead Cost associated with this Project</b>	\$
<b>Total Person Months</b>	
<b>Consultant Cost</b>	\$700,000
<b>Other Costs (provide details below)</b>	\$

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<b>Total Project Cost</b>	\$700,000
<b>Please specify the purpose of consultant costs</b>  Consultant costs are intended to produce plans and policy documents for local governments or other eligible project sponsors in the Chicago metropolitan region	
<b>Please specify the purpose of other costs</b>  All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to begin initiation after July 1, 2019 with all projects being completed before June 30, 2024.	
<b>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</b>  Attached.	



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<b>Project Title</b>	Economic Benefits of Walkable Livable Streets
<b>Sponsoring Agency</b>	Chicago Department of Transportation (CDOT)
<b>Federal Amount Requested</b>	\$200,000
<b>Local Match Amount</b>	\$50,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

Through its Livable Streets Program the City seeks to create streets that support community identity, promote walkability, sustainability, safety, and connectivity for all users. The implementation of walkable livable streets along the City of Chicago's commercial corridors, supports their essential role in creating vibrant and economically prosperous communities. The physical benefits of streetscape infrastructure improvements, and their key role in supporting a neighborhood's character, are widely accepted in the planning profession. However, the economic benefits that these physical improvements bring to the local business community, adjacent neighborhoods, the City, and the region as whole, are less tangible.

This study proposes to evaluate the economic impact of walkable livable streets in the City of Chicago to determine how the economic health of neighborhoods is impacted as a result of streetscape and infrastructure improvements. CDOT will examine pre- and post-construction data along recently revitalized commercial corridors (10 years or less) to quantify the economic benefits gained as a result of infrastructure investments. The data analysis will include, but is not limited to, changes in property values, sales data, and retail space vacancy rates. A variety of project types will be evaluated, and their scalable economic impacts will be presented. CDOT will also work with adjacent municipalities such as Evanston and Oak Park to gather additional information on how livable street projects have impacted commercial corridors in nearby suburbs.

The study findings will help CMAP and CDOT get a better understanding on the economic impacts of walkable livable streets, leverage additional transportation funding for these efforts, and prioritize areas of necessary investment to promote future growth.

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**Major Tasks** (up to 20)

1. Develop and release Task Order
2. Select consultant to perform the work
3. Determine criteria for project selection, including, but not limited to:
  - a. Construction timeframe
  - b. Infrastructure improvement type
  - c. Zoning and land use
  - d. Historic economic data availability
  - e. Availability of local business associations / community groups
  - f. Proximity to transit
  - g. Geographic location
  - h. Demographics
4. Identify Chicago study locations representing a cross section of neighborhoods.
5. Identify suburban study locations representing a cross section of Metropolitan Chicago.
6. Collect historic economic data for selected study locations.
7. Review specific project scope, construction duration, and budget.
8. Gather current economic data for selected case study locations.
9. Analyze transit usage data pre- and post- construction.
10. Conduct informational interviews with business owners, local business associations, government / elected officials and other community stakeholders.
11. Summarize findings in a draft report.
12. Review findings with pertinent City and municipal staff.
13. Evaluate internal measures for prioritization of future investments based on study findings.
14. Create outreach plan to publicize report.
15. Develop final report.
16. Make study available to the public.

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

**Prioritized Investment**

Livable streets support diverse vibrant communities through the creation of streets that support walkability, transit access, and thriving commercial corridors. Understanding the benefits that streetscape infrastructure improvements have in the local economy and the region will help highlight these projects as a key investment in the transportation network. Walkable livable streets support regional mobility by making transit more accessible to pedestrians and jobs more available to nearby residents. An increased sense of safety along corridors connecting local businesses to transit, help support local economic development and a community's quality of life.

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

**Leveraging the Transportation System to Promote Inclusive Growth**

Walkable livable streets are part of the overall transportation system of any city or municipality. Deteriorated sidewalk conditions, poor lighting, and lack of connectivity, all lead to a perceived



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lack of safety along corridors. Ensuring that streets are safe and accessible to all is key to the economic prosperity of the region. Several efforts such as Elevated Chicago and Mayor Rahm Emmanuel's Retail Thrive Zones program have highlighted the importance of improving commercial corridors around transit stations and areas experiencing economic hardship. Although it is broadly understood that more inviting streets lead to a more comfortable pedestrian experience, a data-driven analysis is needed to fully understand the breath of economic benefits that walkable livable streets have in the local economy of communities and the region. Understanding the paradigm between local streetscape infrastructure investments, walkability, transit access and local economic vitality, is key to leveraging transportation improvement opportunities to promote redevelopment of pedestrian corridors that lead to inclusive growth.

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

The project will help inform the GO TO 2050 plan goal to **reduce inequality through robust economic growth**. The findings will provide performance driven data on the benefits of streetscape infrastructure investments in the local economy and help shape a targeted plan for future investment.

**Competitive Justification** (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The study will **support the development of compact, walkable communities** as a strategy for reinvesting in vibrant communities. Understanding how the implementation of placemaking best practices through streetscape improvements affect the local economy will help put forth additional investments in walkable livable streets. The study will also highlight how streetscape improvements help **improve travel safety** and provide equitable access to transportation in the City and region. Highlighting the benefits of transportation investments in safe bicycle and pedestrian connections for all users, and their effect in local economies, will further support implementation of Complete Streets policies in the region.

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

This report will examine previously completed capital projects and their current benefit to local economies; however, it is not a continuation of a previously completed study.

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

The report, data and findings will benefit the City of Chicago and the Metropolitan Chicago area. The study will highlight the importance of walkable livable streets and help support the implementation of Complete Street policies across the region.

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

City of Chicago funds

<b>Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Task Order Release	RFP	Q2 2020
Criteria for Project Selection	Technical Memo	Q3 2020
Selected Study Locations	Memo	Q4 2020
Stakeholder Interview Questions	Survey	Q1 2021
Stakeholder Interview Results	Memo	Q3 2021
Project Data Summary	Draft Report	Q1 2022
Final report	Publication	Q4 2022

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Infrastructure investment	total \$ in infrastructure investment	Q4 2020
Usage and comfort	% user increase & comfort	Q3 2021
Transit usage	% increase in transit usage	Q1 2022
Business sales	% increase in business sales	Q1 2022
Retail space vacancy	% decrease in retail space vacancy	Q1 2022

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$0
<b>Overhead Cost associated with this Project</b>	\$0
<b>Total Person Months</b>	<b>30</b>
<b>Consultant Cost</b>	\$250,000
<b>Other Costs (provide details below)</b>	\$0
<b>Total Project Cost</b>	\$250,000
<b>Please specify the purpose of consultant costs</b>  Consultant services to perform the work described above. Expected project duration is 24 months from NTP.	
<b>Please specify the purpose of other costs</b> N/A	
<b>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</b>	

Unified Work Program FY 2020													
Quarterly Spend Plan													
Chicago Department of Transportation													
Economic Benefits of Walkable Livable Streets													
	State Fiscal Year 2020: July 2019-June 2020				State Fiscal Year 2021: July 2020-June 2021				State Fiscal Year 2022: July 2021-June 2022				TOTAL
Category/Program Expenses	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Jul, Aug, Sep '19	Oct, Nov, Dec '19	Jan, Feb, Mar '20	Apr, May Jun '20	Jul, Aug, Sep '20	Oct, Nov, Dec '20	Jan, Feb, Mar '21	Apr, May Jun'21	Jul, Aug, Sep '21	Oct, Nov, Dec '21	Jan, Feb, Mar '22	Apr, May Jun'22	
1. Personal Services (Salaries and Wages)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2. Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4. Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5. Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6. Contractual Services	\$0	\$0	\$10,000	\$10,000	\$15,000	\$15,000	\$20,000	\$20,000	\$40,000	\$40,000	\$40,000	\$40,000	\$250,000
7. Occupancy-Rent and Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8. Training and Education	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9. Direct Admin Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10. Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$0	\$0	\$10,000	\$10,000	\$15,000	\$15,000	\$20,000	\$20,000	\$40,000	\$40,000	\$40,000	\$40,000	\$250,000

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<b>Project Title</b>	North Grant Park - Streeterville Transportation Demand Management Plan
<b>Sponsoring Agency</b>	Chicago Department of Transportation
<b>Federal Amount Requested</b>	\$320,000
<b>Local Match Amount</b>	\$80,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

The purpose of this Plan is twofold. First, to understand the complex multimodal dynamics that create gridlock for the crossroads of Illinois's densest concentration of residents, employers, educational institutions, medical services and cultural attractions within the North Grant Park and Streeterville neighborhoods of Chicago (see Attachment 1, which shows the study area map and boundaries). Second, generate actionable solutions and recommendations through a transportation demand management (TDM) plan.

The proliferation of special-use modes such as TNPs, taxis, tour group and school trip buses, commuter shuttles, and tourist trolleys all compete for the same road space, whether it be within roadway lanes or loading zones that become de facto pick up/drop off points. These modes can also impact the efficient flow of traffic through behaviors such as, but not limited to, double parking and queuing in roadway lanes. This often negatively affects other modes, specifically CTA bus service, bicyclists and pedestrians. Patchwork accommodations for special-use modes are not enough as density increases and more visitors flock to Illinois's top destinations. A coordinated TDM plan will re-imagine existing infrastructure to meet future special-use mode demand, incentivize efficiencies, leverage public-private partnerships to address mobility needs, and develop policies that proactively manage special-use mode travel behavior.

**Major Tasks (up to 20)**

1. Develop a stakeholders list, convene working groups and conduct interviews with transportation operators and neighborhood groups. Document typical problems faced by operators. Engage these groups throughout the planning process.
2. Generate an existing conditions report that details the typical travel behavior of special-use mode users by location, mode, time of day, day of week, season, etc. This will include fieldwork to assess block-by-block curb-use activity, parking, and signage to determine the difference between current regulations and actual use. This report will be

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	<p>an appendix to the TDM and serve as the foundation for all proceeding planning activities.</p> <ol style="list-style-type: none"> <li>3. Produce maps/diagrams that communicate the typical operations of all special-use modes as well as typical problems raised by neighborhood groups. Due to multiple complex multilevel roadways, visually conveying information will be particularly important for stakeholders and operators.</li> <li>4. Conduct analysis of relevant prior planning studies, recently completed projects, case studies, technological innovations, and national/international best practices to understand the universe of solutions that exist or are emerging.</li> <li>5. Create a policy recommendations report that comprehensively addresses all special-use modes. Include recommendations to develop public-private partnerships that incentivize operational and physical efficiencies. Identify funding opportunities to improve the environment through alternative-fuel vehicles and electrification.</li> <li>6. Complete the Gateway Chicago Transportation Demand Management Plan for implementation.</li> </ol>
	<p><b>Competitive Justification</b> (please identify the regional focus area associated with this project)</p> <p>This project is inherently related to all three of ON TO 2050's principles. The project supports inclusive growth through improving last-leg trip segments from regional and CTA rail stations to major employers such as Northwestern Memorial Hospital, Navy Pier, Blue Cross Blue Shield, and high concentrations of hotels, offices and retail. Efficient mobility of multiple mode options to, from and within the study area is paramount to improve regional access to employment opportunities.</p> <p>In terms of resilience, a patchwork system of solutions have been pieced together to cope with the quickly changing transportation landscape. Without a comprehensive understanding of today's problems, we cannot begin to address the future ones. Developing public-private partnerships through this project will connect lines of communication between special-use mode operators. Not only will this aid coordination, but also provide the conduit to address sudden disruptions and effectively coordinate resources in the face of uncertainty.</p> <p>This project most strongly supports the principle of prioritized investment. The purpose and goal of this project is to realize the potential of existing resources to meet growing and evolving future needs. The Chicago region could maximize the use of existing infrastructure through a TDM. This project can demonstrate the benefits of such a plan in arguably one of the most complex and difficult to manage areas of the region.</p>
	<p><b>Competitive Justification</b> (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>This project most strongly supports the <b>Harnessing Technology to Improve Travel and Anticipating Future Impacts regional</b> principal. The goal of this project is to understand the current complex mobility dynamics within the study area and adapt the existing infrastructure</p>

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to meet future needs. The project calls for analysis of TDM best practices, innovations, and case studies to recommend policies that meet evolving demands and challenges. This analysis may result in the application of technologies to better monitor and coordinate special-use modes. A specific example of decreasing VMTs may come from developing a public-private partnership to consolidate existing commuter shuttle services or develop dynamic drop-off/pick-up locations for TNPs to avoid known congestion patterns. The study area is already in the future in terms of using emerging transportation technology and travel behavior; however, in terms of infrastructure, our understanding and policies have not yet caught up.

**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 strongly supports the mobility goal of a modern multimodal system that adapts to changing travel demand. The goal of this project is to have us rethink the current allocation of road space to accommodate the proliferation of special-use modes but also make the road network work better for CTA bus service, bicyclists, and pedestrians.

**Competitive Justification** (which particular GO TO 2050 recommendation will this project contribute to or implement?)

As noted, this project strongly supports the recommendation to **harness technology to improve travel and anticipate future impacts**.

This project generally supports the recommendation of making **transit more competitive** through proper accommodation of special-use modes that otherwise contributes to congestion that negatively affect CTA bus service. CTA buses currently use road space on multilevel streets and off-street space for midday storage. Understanding these needs will help identify operational improvements and accommodate future needs.

The recommendation to **leverage the transportation network to promote inclusive growth** inherently supports this project. The project achieves this by improving connections and travel options between some of the highest concentrations of employers in the state to regional and CTA rail stations. For example, Navy Pier supports over 70 businesses with over 3,000 employees, not to mention millions of annual visitors, but is nearly one mile from the nearest CTA rail station. Major concentration of hotels, offices, and retail businesses support tens of thousands more employees and visitors daily.

**Improving travel safety** is a pillar of any CDOT initiative. Specific to this project, bicyclists all too often must compete with special-use mode in spaces designated for bike travel. The inefficiencies of road space allocation and curb-use regulation exacerbate bike lane violations leading to unsafe conditions that inhibit biking as a mode choice. Likewise, pedestrians must navigate a maze of special-use modes that operate unpredictably or outside curbside regulations or rules of the road. Calming traffic and bringing order to special-use mode operations will create a more predictable and comfortable environment for pedestrians.

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Finally, the project will help **improve resilience of the transportation network to weather events and climate change**. When weather related disruption in the study area occurs today, there is no way to coordinate the orderly operation of hundreds of special-use vehicles serving thousands of people. This project will develop operational prescriptions for these operators and develop a communication networks that emergency officials could tap.

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

Generally a new effort, but consistent with and builds upon previous efforts including but not limited to the River North – Streeterville Transit Alternatives Study and site specific and/or employer based parking management strategies and transportation management associations in the study area.

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

All members of the traveling public will benefit that travel to, from or within the study area. Reducing congestion can aide on-time performance for CTA routes passing through the study area, cascading benefits throughout the City. Benefits of this project will also improve the quality of life for residents in the North Grant Park and Streeterville neighborhoods.

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

City funds

**Products and Completion Schedule**

**(New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))**

<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Stakeholder interviews	Report document	Q2 2020
Existing conditions report	Report document	Q4 2020
Travel behavior/community issue maps and diagrams	Report document	Q4 2020
Case study/best practice report	Report document	Q4 2021
Transportation Demand Management Plan	Plan document	Q2 2022

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**



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<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
10+ Stakeholder Interviews and ongoing engagement through working group meetings approx. once a quarter between Q1 2020 – Q2 2022.	Number of stakeholder interviews will be tracked against the stakeholder list which is to be determined. Number of working group meetings will be tracked. Number of working groups to be determined. At least 10 stakeholder meetings are anticipated.	Q2 2020
Complete the existing conditions report	This will be tracked by the satisfactory completion of this report	Q4 2020
6+ Maps and diagrams detailing study area sub-areas and complex multilevel roadways	Maps and diagrams will be based on the need to detail complex movements between multilevel roadways the amount of which is to be determined. At least 6 maps/diagrams anticipated.	Q4 2020
Complete the literature review, prior studies review, and case study/best practice report	This will be tracked by the satisfactory completion of this report	Q4 2021
Complete the Transportation Demand Management Plan	This will be tracked by the satisfactory completion of this report	Q2 2022

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$0
<b>Overhead Cost associated with this Project</b>	\$0
<b>Total Person Months</b>	30
<b>Consultant Cost</b>	\$400,000
<b>Other Costs (provide details below)</b>	\$0

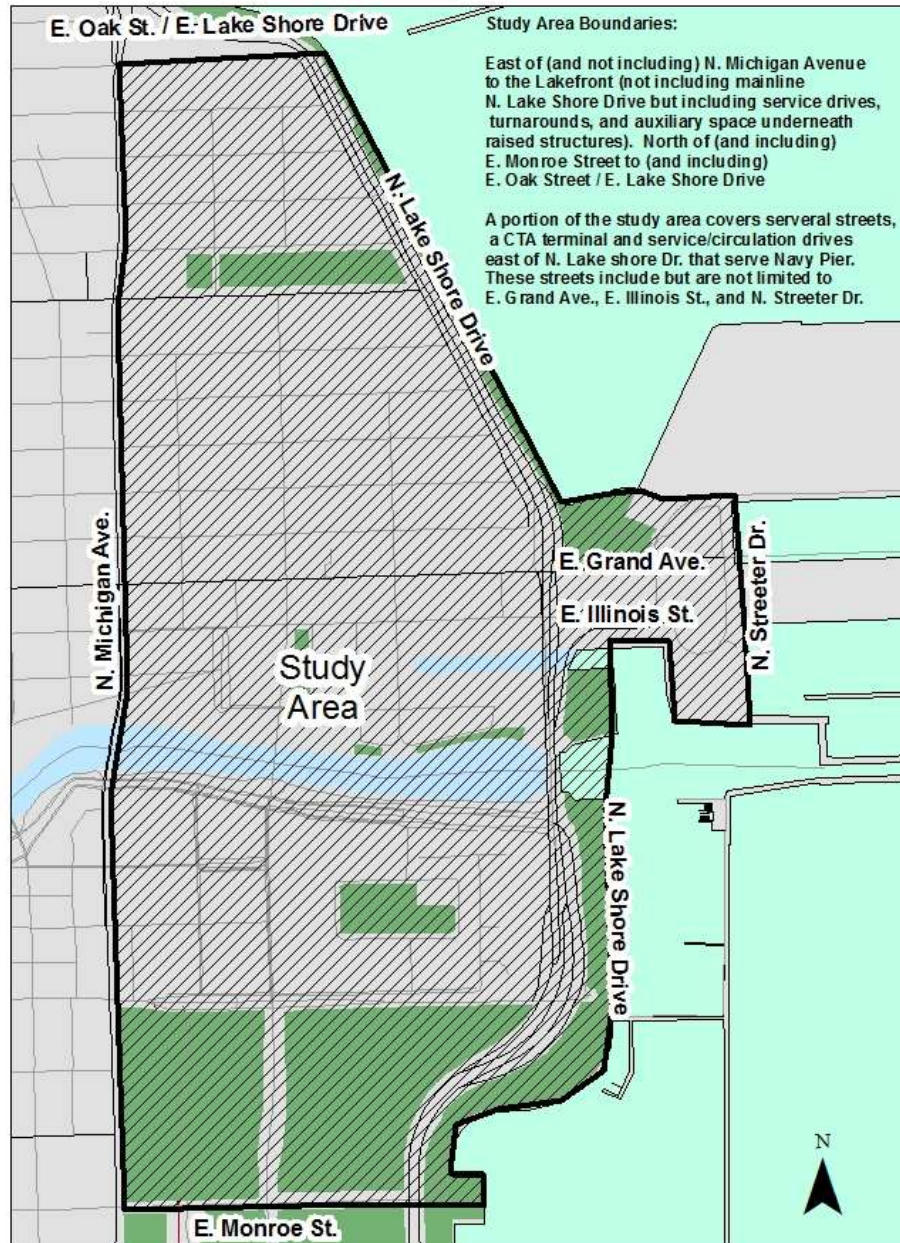
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<b>Total Project Cost</b>	\$400,000
<b>Please specify the purpose of consultant costs</b>  To conduct public engagement, data collection, quantitate and qualitative analysis, document generation, and planning activities	
<b>Please specify the purpose of other costs</b>  No other costs anticipated	
<b>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</b>	

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**Attachment 1**

**North Grant Park - Streeterville Transportation Demand Management  
Study Area**



Unified Work Program FY 2020													
Quarterly Spend Plan													
Chicago Department of Transportation													
North Grant Park - Streeterville Transportation Demand Management Plan													
	State Fiscal Year 2020: July 2019-June 2020				State Fiscal Year 2021: July 2020-June 2021				State Fiscal Year 2022: July 2021-June 2022				TOTAL
<u>Category/Program Expenses</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	
	<i>Jul, Aug, Sep '19</i>	<i>Oct, Nov, Dec '19</i>	<i>Jan, Feb, Mar '20</i>	<i>Apr, May, Jun '20</i>	<i>Jul, Aug, Sep '20</i>	<i>Oct, Nov, Dec '20</i>	<i>Jan, Feb, Mar '21</i>	<i>Apr, May, Jun '21</i>	<i>Jul, Aug, Sep '21</i>	<i>Oct, Nov, Dec '21</i>	<i>Jan, Feb, Mar '22</i>	<i>Apr, May, Jun '22</i>	
1. Personal Services (Salaries and Wages)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2. Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4. Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5. Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6. Contractual Services	\$10,000	\$30,000	\$60,000	\$60,000	\$20,000	\$20,000	\$20,000	\$40,000	\$70,000	\$70,000	\$0	\$0	\$400,000
7. Occupancy-Rent and Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8. Training and Education	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9. Direct Admin Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10. Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL EXPENDITURES</b>	<b>\$10,000</b>	<b>\$30,000</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

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<b>Project Title</b>	South Shops Reconstruction and Reconfiguration Study
<b>Sponsoring Agency</b>	Chicago Transit Authority
<b>Federal Amount Requested</b>	\$960,000
<b>Local Match Amount</b>	\$240,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$1,200,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

The South Shops Reconstruction and Reconfiguration Study (Study) will provide a plan for rebuilding the entire South Shops complex, the Chicago Transit Authority's (CTA) only bus heavy maintenance and overhaul facility. Recognizing today's fiscal landscape, the plan will develop a phased reconstruction strategy aligned with future funding that is likely to be incremental. CTA is prepared to initiate the Study immediately. All components of the Study are scalable. Should CTA receive less than the UWP funds requested, the project can be scaled and still address essential areas where information is required.

A world-class transit agency such as CTA demands a modern, state-of-the-art bus heavy maintenance and overhaul campus. Newer bus heavy maintenance and overhaul facilities are designed for today's technology and business practices, while older facilities like South Shops fall short of the necessary capacity and capabilities to operate efficiently, demanding extensive upkeep and requiring continual reinvestments in buildings, systems, and mechanical equipment. South Shops is comprised of many buildings that, together, form the South Shops campus. Some buildings are over 115 years old (e.g., Bus Overhaul Shop, Power Plant) and others were built more recently to address evolving needs and business practices (e.g., Major Overhaul Shop). Many of these buildings' systems (i.e., mechanical, electrical, plumbing, fire safety, HVAC) have been added to or renovated throughout the years, creating a mix of conditions that do not support today's needs or tomorrow's possibilities. Due to its age and condition, much of South Shops' is insufficient to meet current needs. As a result, South Shops has a condition rating of 1 out of 5, the lowest rating possible for a CTA facility.

Over the decades, bus technologies have evolved as have maintenance practices and other related activities – all of which have been shoehorned into a facility designed for 20<sup>th</sup> Century

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bus operations. CTA's ability to optimize its bus operations is constrained by obsolete facilities like South Shops that can no longer provide an efficient working environment. Poorly functioning building support systems, inefficient configuration, inadequate space to accommodate next-generation buses, and the significant deterioration of existing buildings and operational equipment severely limit its rehabilitation possibilities – a long-term plan that completely rethinks the South Shops campus is crucial to South Shops' ability to efficiently perform its essential daily functions.

**Major Tasks** (up to 20)

1. Analyze current industrial maintenance functions, procedures, work flow, and space requirements for all activities (including administrative) within CTA's Bus Heavy Maintenance Department and CTA's future bus heavy maintenance and overhaul needs;
2. Make strategic recommendations that improve upon CTA's current business practices and maximize efficiency among all bus heavy maintenance and overhaul areas and sub-areas (e.g., fueling, washing, painting, parts storage/inventory, etc.) to minimize operating and capital expenditures and achieve optimal operations;
3. Develop new facility space requirements that consider both existing and projected future heavy maintenance and overhaul needs, including recommendations for activities that need to be centralized at South Shops and others that could be based at remote locations;
4. Develop a phased reconstruction strategy that acknowledges future funding allocations will likely be incremental in nature; the strategy will include a prioritized ranking of risks and benefits by phase to allow for incremental implementation;
5. Prepare a concept-level facility design that programs space for all required functions and accounts for future bus maintenance and overhaul work as needs evolve and funding opportunities emerge, an associated cost estimate, and preliminary specifications for the plan chosen by CTA, specifically in regard to phased reconstruction.

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

The Study aligns with *Prioritized Investments* as it maximizes existing transit assets and supports regional objectives for a modern, multimodal transportation system. The bus heavy maintenance activities performed at South Shops are necessary for CTA's bus operations; these activities are essential to *Inclusive Growth* in communities with riders that need reliable transit to reach jobs and other opportunities. *Resiliency* is supported by hardening CTA's infrastructure with a renewed South Shops that will enable the complex to adapt to changes in climate and technology. Fewer maintenance-induced delays improves the resiliency of CTA's bus service, contributing to a key ingredient to customer satisfaction and ridership growth – reliability – and helping reduce the region's dependence on personal vehicles.

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

The Study supports the regional priority *Modernization of the Public Transit System* as it would define the requirements for a new bus heavy maintenance and overhaul facility to meet today's technology and business practices that will improve the reliability of CTA's sizable bus system. The Study will chart a path forward for CTA to implement strategic improvements of all sizes at

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the South Shops complex as funds become available. Overall, the Study will program a thoughtful, modern design for South Shops that can adapt to future changes in the transit industry and maintenance and overhaul working environments.

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

The Study supports the ON TO 2050 Mobility chapter goal of “a system that works better for everyone” by improving safety, resilience, and equitable access. CTA buses provide slightly more than half of the nearly 500 million rides taken on CTA each year. As CTA’s only bus heavy maintenance and overhaul facility, South Shops is the backbone of CTA’s entire bus service. In fact, every one of CTA’s 1,860+ buses passes through South Shops at some point in its service life.

Heavy maintenance activities of bus components (e.g., brakes, HVAC, propulsion, chassis) are done only at South Shops by skilled technicians who correct operational and other deficiencies. South Shops also performs major overhauls involving strategic rehabilitation at scheduled intervals to ensure vehicle availability and reliability over their full useful life. Overhauls occur on a periodic basis for all major components, systems, and structural members (e.g., engine, transmission, suspension, air system, paint). As the only facility performing these functions, South Shops is, by default, one of CTA’s most critical facilities for the safe operation of buses.

Customers benefit from the regular bus heavy maintenance activities at South Shops because transit service and access to destinations are more reliable and the transit network has fewer disruptions. CTA also benefits because operating costs decrease – a crucial factor that supports CTA’s ongoing efforts to aggressively manage spending levels and contain expenses. In contrast, when maintenance costs are high, operating expenses increase and funds that could have put more buses on the street, added articulated buses to high-ridership routes, or expanded CTA’s growing electric bus fleet, are reduced.

CTA’s customers experience tremendous inconveniences when buses fail while in service since disruptions typically cascade across the route and often spread to other routes. When this occurs, CTA’s operating costs increase. Moreover, repeated delays negatively affect customer satisfaction, which may lead customers to reduce or stop using transit altogether if they consistently have poor experiences, compounding the financial impact of service disruptions. Given these consequences, efficient and effective maintenance and overhaul functions are essential for their contributions to the system-wide resilience of CTA bus operations and provision of transit services.

As CTA’s bus fleet continues to age and evolve with the addition of new clean diesel, hybrid, and electric buses, it is essential that heavy maintenance and scheduled overhauls are performed to decrease equipment downtime, reduce unscheduled maintenance, and keep the fleet operating reliably and delivering the quality service that customers depend upon every day.

**Competitive Justification** (which particular ON TO 2050 recommendation will this project contribute to or implement?)

*Modernizing South Shops Makes Transit More Competitive* by enhancing critical transit assets, facilitating necessary maintenance activities that extend regional investments in vehicles,

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supporting the region's multimodal transportation system with reliable bus operations, and helping the region compete for new businesses and residents that are seeking fast transit options. It also *Leverages the Transportation Network to Promote Inclusive Growth* by providing accessible, affordable, and comprehensive transit service to those who cannot drive or lack access to a vehicle.

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

No

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

South Shops is part of CTA's system-wide transit operations and serves as a vital link between reliable bus service and the customer experience. The South Shops Reconstruction and Reconfiguration Study is the first step in developing a realistic, long-term solution for this obsolete facility that reflects current funding realities and the need to plan for incremental implementation.

A modern South Shops campus will decrease maintenance-induced delays that inconvenience customers, some of whom may leave transit and turn to personal vehicles that only increase carbon emissions. The ultimate beneficiaries of this project are CTA's customers who will experience more reliable and competitive bus service. The service area also benefits from a fast and convenient public transit option, which is critical for maintaining and improving the quality of life, economic health, and sustainability of the city and region. Finally, CTA and the environment benefits from proactive planning, ensuring that the region's infrastructure is resilient and adaptable to changes in climate and technology.

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

CTA Bonds

**Products and Completion Schedule  
(New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))**

Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Preliminary Study Recommendations	Report	Q4 FY 2022
Final Study Recommendations	Report	Q4 FY 2022

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**



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<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBS 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Hold monthly project status meetings to track progress	Number of project status meetings held from NTP through final Study acceptance	Q4 FY 2022
Deliverables completed on time	Number of deliverables completed by the completion period	Q4 FY 2022

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$97,461
<b>Overhead Cost associated with this Project</b>	\$102,539 (based on CTA's fringe, overhead and admin rates; subject to change)
<b>Total Person Months</b>	19
<b>Consultant Cost</b>	\$1,000,000
<b>Other Costs (provide details below)</b>	\$0
<b>Total Project Cost</b>	\$1,200,000
<b>Please specify the purpose of consultant costs</b> Consultant expertise is required to support this planning effort; consultant expenditures will occur throughout the duration of the project.	
<b>Please specify the purpose of other costs</b> n/a	
<b>Please provide spend plan for this project (provide in Excel format). BOBS 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBS 2832 form for quarterly reporting requirements from IDOT.</b> Please see attachments: 1) Overall Budget Breakdown and 2) Quarterly Spend Plan	

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Quarterly Spend Plan													
Chicago Transit Authority													
South Shops Reconstruction and Reconfiguration Study													
	State Fiscal Year 2020: July 2019-June 2020				State Fiscal Year 2021: July 2020-June 2021				State Fiscal Year 2022: July 2021-June 2022				TOTAL
Category/Program Expenses	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Jul, Aug, Sep '19	Oct, Nov, Dec '19	Jan, Feb, Mar '20	Apr, May Jun '20	Jul, Aug, Sep '20	Oct, Nov, Dec '20	Jan, Feb, Mar '21	Apr, May Jun'21	Jul, Aug, Sep '21	Oct, Nov, Dec '21	Jan, Feb, Mar '22	Apr, May Jun'22	
1. Personal Services (Salaries and Wages)	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$8,122	\$97,461
2. Fringe Benefits	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$7,295	\$87,539
3. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4. Fringe Benefits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5. Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6. Contractual Services	\$0	\$0	\$0	\$0	\$50,000	\$75,000	\$100,000	\$125,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,000,000
7. Occupancy-Rent and Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8. Training and Education	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9. Direct Admin Costs	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$1,250	\$15,000
10. Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$16,667	\$16,667	\$16,667	\$16,667	\$66,667	\$91,667	\$116,667	\$141,667	\$166,667	\$166,667	\$166,667	\$166,667	\$1,200,000
Unified Work Program FY 2020: Overall Budget Breakdown (based on BoBS 2832)													
Chicago Transit Authority, Bus Priority Network Plan													
Category/Program Expenses	UWP Funding	Local Match	Total										
1. Personal Services (Salaries and Wages)	\$0	\$0	\$0										
2. Fringe Benefits	\$0	\$0	\$0										
3. Travel	\$0	\$0	\$0										
4. Fringe Benefits	\$0	\$0	\$0										
5. Supplies	\$0	\$0	\$0										
6. Contractual Services	\$296,250	\$74,062	\$370,312										
7. Occupancy-Rent and Utilities	\$0	\$0	\$0										
8. Training and Education	\$0	\$0	\$0										
9. Direct Admin Costs	\$3,750	\$938	\$4,688										
10. Other	\$0	\$0	\$0										
TOTAL EXPENDITURES	\$300,000	\$75,000	\$375,000										

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<b>Project Title</b>	Chicago Bus Priority Network Plan
<b>Sponsoring Agency</b>	Chicago Transit Authority
<b>Federal Amount Requested</b>	\$300,000
<b>Local Match Amount</b>	\$75,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$375,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

The Chicago Transit Authority (CTA) and the Chicago Department of Transportation (CDOT) are collaborating to develop a citywide Bus Priority Network Plan (BPNP) for Chicago that would identify corridors where bus enhancements are most appropriate based on high ridership, slow bus travel times, and other relevant factors. The BPNP would also include a toolbox of bus-priority street treatments for the City of Chicago that would be considered for application in these corridors, ranging from small adjustments to pavement markings and curbside uses, to sophisticated signal changes and bus-only lanes. The BPNP would not assign particular treatments to specific corridors; that would be done as part of subsequent corridor-specific planning studies.

The BPNP would complete the CDOT suite of Complete Streets guiding documents that currently includes the Chicago Pedestrian Plan and the Streets for Cycling Plan 2020. In fact, the Complete Streets Chicago Design Guidelines document explicitly anticipates an overlay typology of Transit Priority Street that has not yet been developed; the BPNP would fill this gap (all three CDOT guiding documents can be found under “Resources” at [chicagocompletestreets.org](http://chicagocompletestreets.org)). Completing a BPNP is also one of the commitments made by the City of Chicago for the Bloomberg American Cities Climate Challenge.

A great deal of technical work to identify the appropriate corridors has already been completed by CDOT and CTA. As a result, agency staff can complete the tasks of identifying a draft network of streets. Staff can also identify an initial toolbox of treatments and a set of brief case studies to illustrate the effectiveness of the toolbox techniques.

CTA and CDOT are seeking funding for a consultant to develop public-facing materials describing the draft network, toolbox, and case studies, and to support the planning and execution of a robust, citywide community outreach and public involvement effort for the BPNP.

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Engaging key stakeholders and the general public to review and comment on the network and other plan elements is essential to the success of the BPNP. Without public understanding and acceptance of such a plan, making bus improvements will continue to be a block-by-block effort that can easily be waylaid by any number of conflicts with parking, loading, and other competing uses for limited streetspace. Achieving public consensus on which streets may be designated as “bus priority” and public understanding that other complementary streets may be prioritized for other modes, can lay the foundation for a program of small and large projects that show consistent, tangible progress towards making buses faster and more reliable.

Because the technical work is already essentially complete, the project could begin as soon as funding is available. The consultant would assist in making technical aspects of the plan more digestible for a public audience by developing graphics and additional written content for the draft and final versions of the BPNP. The consultant would develop and execute a public engagement plan that aims to engage both bus riders and non-riders who could be affected by the implementation of the plan, including residents and businesses along the corridors that comprise the network. The details of the public engagement plan would be developed by the consultant, but would include in-person public meetings throughout the city as well as some combination of mechanisms that can be used to reach a broader audience (e.g., online, text, signage on buses, pop-up meetings, etc.). After the public engagement phase is complete, the consultant would then synthesize the feedback received and work with CTA and CDOT staff to determine how to revise and produce a final plan.

This project is scalable, especially with respect to public outreach, although a more comprehensive approach that includes a relatively high number of neighborhood-based in-person public meetings as well as lower cost web, media, and social media components, is preferred in order to reach multiple stakeholders.

CTA is the lead agency with respect to this application, and if successful, the consultant contract anticipated would be executed by CTA, but the project is conceived as an interagency project and would be managed in close coordination and partnership with CDOT.

**Major Tasks** (up to 20)

1. Using technical content already developed by CTA/CDOT staff, develop a draft Bus Priority Network Plan (BPNP). This would be a publication similar in format to the Chicago Streets for Cycling Plan that would use both written and graphic content to introduce the proposed network of bus priority streets to the general public, explain how it was developed and what its intended use would be, explain the need to improve bus service, present the toolbox of potential bus priority treatments, and include several case studies of how this approach has been used in Chicago and other cities.
2. Develop a citywide public outreach plan to disseminate and gather feedback on the plan that effectively provides an opportunity for meaningful comment for all impacted stakeholders, including transit riders, potential transit riders, residents, businesses, and other users of the street space. This would include in-person meetings (general public and small stakeholders), online mechanisms, social media, and other methods.
3. Execute public outreach plan.

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4. Compile and synthesize feedback gathered for CTA and CDOT staff review, provide recommendations on how to incorporate feedback.
5. Revise draft BPNP per direction from CTA and CDOT staff, conduct follow up outreach as needed. (This may include some individual stakeholder meetings but is not anticipated to be a second full round of citywide public meetings.)
6. Finalize BPNP.

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

This project aligns with *Inclusive Growth* by developing concepts for a network of enhanced bus corridors that have the potential to improve commute options for residents in disinvested areas. It also supports *Prioritized Investments* as a coordinated partnership between CTA and CDOT that maximizes existing assets and meets regional objectives for a modern, multimodal transportation system.

**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 main focus of the Bus Priority Network Plan is to lay a foundation for significantly improving the travel times and reliability of a key citywide network of CTA bus routes. Chicago currently lags behind its peer cities in implementation of bus-only lanes and other bus priority treatments; the BPNP would create a roadmap for Chicago's 21st-century bus system.

Leveraging the Transportation System to Promote Inclusive Growth

The CTA bus network serves the entire city of Chicago; it is ADA-accessible, affordable, and provides comprehensive coverage even where there are gaps in the rail network. However, slow and unreliable bus service can create inequities in access for populations who have few or no other affordable transportation options. In order to address this inequity, the public bus system needs to provide fast, high quality and reliable service for all. The vision for a network of enhanced bus corridors that would be laid out in the BPNP has the potential to significantly improve commute options between disinvested areas and opportunities for employment, education, and recreation.

Harnessing Technology to Improve Travel and Anticipating Future Impacts

As the overall mobility landscape continues to rapidly evolve with the emergence of ride-hailing, automated vehicles, and other modes enabled by new technology, the congestion pressure on existing public right-of-way will likely become even more intense. Significant mode shift from high capacity public transit to these mostly lower occupancy modes is inevitable if public transit is not able to compete in terms of travel times, reliability, and overall convenience. Such a shift would create a greater number of vehicles for the same number of person-trips, generating more traffic. The BPNP will help prevent this by laying a foundation for a competitive edge for public transit; establishing and preserving a network of corridors designated for buses to get priority on the street in order to provide a fast and reliable public transit option. This is critical for maintaining and improving the quality of life, economic health, and sustainability of the city and region.

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**Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, including Supportive Land Use**

As stated in CMAP's ON TO 2050 Regionally Significant Transit Projects report, CDOT and CTA have both investigated numerous bus routes for BRT or other enhancements; however, a final set of bus corridor projects has yet not been identified. The BPNP will accomplish this goal, supporting the implementation of regionally significant bus transit projects.

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

The BPNP would help achieve a number of goals in ON TO 2050, most directly those identified in the Mobility chapter, including:

- "A modern multimodal system that adapts to changing travel demand," as the project would lay the groundwork for a modernized bus network that provides more attractive connections and better competes with low occupancy vehicles. One of the indicators identified under this goal is "Miles of Roadway with Transit Preference;" the BPNP would directly build towards progress on this indicator by identifying the specific corridors and mileage where transit preference should be implemented.
- "A system that works better for everyone," since buses provide an affordable and ADA-accessible travel option throughout the city and bus coverage is more geographically complete than rail coverage; improvements to the bus system benefit the city's population in an equitable way.
- "Making transformative investments" by setting the stage for a system-wide enhancement of the existing bus network and advancing one of the regionally significant projects identified in this section, "City of Chicago BRT Group."

**Competitive Justification** (which particular ON TO 2050 recommendation will this project contribute to or implement?)

The BPNP would contribute to a number of ON TO 2050 recommendations:

- The project "*Makes Transit More Competitive*" by identifying a comprehensive network of streets targeted for improvements to bus travel times and reliability, and establishing a policy of prioritizing buses among the many modes on specific corridors.
- The project "*Leverages the Transportation Network to Promote Inclusive Growth*" by capitalizing on Chicago's critical and long-established bus transit assets and mapping a path to citywide improvements to bus service that will bring faster transit options to riders, including the city's poorest residents who are more likely to be transit-dependent and may experience lengthy commutes to job centers and other opportunities.
- The project helps "*Build Regionally Significant Projects*" by completing the initial planning work necessary to advance the "City of Chicago BRT Group" identified as a regionally significant project in ON TO 2050.

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

Yes, this project builds upon a number of previous analyses to identify bus routes that would be appropriate for improvements and priority treatments, including the work performed as part of

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the Chicago Bus Rapid Transit Master Plan project, which was partially funded by UWP (FY 2013). It also builds upon projects such as Jeffery Jump (launched 2012), Loop Link (launched 2014), and the bus “slow zone” analysis of Chicago Avenue and 79<sup>th</sup> Street (completed 2018), which have implemented or developed concepts for bus priority treatments to improve bus service. Further, it builds on the recently passed City of Chicago TOD ordinance, which expanded the incentives previously available to developers of land near rail stations to a number of key bus routes, in order to help reinforce the important connection between transit service and urban land uses along these corridors.

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

All Chicagoans will benefit from this project, the ultimate goal of which is to improve public transit citywide by providing faster and more reliable bus service. Achieving this would benefit current bus riders as well as attract additional riders. This makes more efficient use of our limited street space, relieves pressure on the parking supply, and results in a wider array of good travel options that are affordable and accessible, which in turn makes the city more equitable.

This project would also provide more clarity and certainty to residents, businesses, and real estate developers about the city’s plans for roadway improvements. It demonstrates an organized framework for what is becoming an increasingly crowded multimodal field of vehicles vying for curbside and roadway space.

These two factors combined—improved affordable travel choices and commitment to consistent and organized infrastructure—are key for economic growth. Increasing mode share for public transportation compounds that by providing livability and environmental benefits.

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

Agency operating funds and/or other grant funds; Bloomberg American Cities Climate Challenge funds have been requested.

**Products and Completion Schedule**

**(New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))**

<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Draft Bus Priority Network Plan	Report	Q3 FY 2021
Public Outreach Plan	Report	Q3 FY 2021
Final Bus Priority Network Plan	Report	Q3 FY 2021

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBS 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Number of people reached through public meetings	Attendance at public meetings	Q3 FY 2021
Number of locations and geographic coverage of public meetings	Count of and evaluation of geographic coverage of public meetings	Q3 FY 2021
Estimated number of people reached through other outreach mechanisms	Analysis of social media or website hits, readership/viewership of other media channels used	Q3 FY 2021
Estimated number of current transit riders reached	Analysis of public meeting attendance and those submitting comments via any channel	Q3 FY 2021
Estimated number of other stakeholders reached (potential riders, local businesses, residents, etc.)	Analysis of public meeting attendance and those submitting comments via any channel	Q3 FY 2021
Number of comments on draft plan received	Count of comments received (public meeting, email, other online mechanisms if applicable)	Q3 FY 2021

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	No funding for CTA's Planning staff is requested
<b>Overhead Cost associated with this Project</b>	\$4,688 (CTA administration)
<b>Total Person Months</b>	15
<b>Consultant Cost</b>	\$370,312
<b>Other Costs (provide details below)</b>	\$0
<b>Total Project Cost</b>	\$375,000



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**Please specify the purpose of consultant costs**

Consultant expertise is required to support this planning effort; consultant expenditures will occur throughout the duration of the project.

**Please specify the purpose of other costs**

n/a

**Please provide spend plan for this project (provide in Excel format). BOBS 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBS 2832 form for quarterly reporting requirements from IDOT.**

Please see attachments: 1) Overall Budget Breakdown and 2) Quarterly Spend Plan

[illegible]

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<b>Project Title</b>	Single Occupancy Vehicle (SOV) Reduction Study
<b>Sponsoring Agency</b>	Lake County Division of Transportation (LCDOT)
<b>Federal Amount Requested</b>	\$469,600.00
<b>Local Match Amount</b>	\$117,400.00
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$587,000.00

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)

As an implementing agency, LCDOT wants to use all the available “tools in the tool box”, and to look beyond simply widening and expanding the roadway network to accommodate increased demand on our transportation system. LCDOT desires to conduct a study to ensure the County is making appropriate investments with the limited resources that are available. This study will determine and explore a full range of strategies that can be used to enhance mobility and improve quality of life by reducing the amount of single occupancy vehicles trips in Lake County.

LCDOT plans to focus recommended strategies on commuter trips because they are typically predictable, repeated and concentrated in peak hours. Generally, commuters take the same route, day after day at roughly the same time. LCDOT recognizes that in a suburban county like Lake County, the car is the dominant mode of transportation, however with a workforce of nearly 400,000 even a modest reduction of 2-3% in SOV reduction would likely mean 8,000-10,000 fewer vehicles on the system daily, which would improve travel on the transportation system.

The industry term for these types of strategies is Travel Demand Management (TDM) programs. This study will identify cost effective strategies that can shift some of those people from driving a car by themselves to another mode, and this will make the entire transportation system more efficient for all residents.

**Major Tasks** (up to 20)

1. Existing and Future Conditions Report-Compilation of technical memoranda from below will be prepared into a full report.
  - a. Study Travel Flows - Census Data and Mapping

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- b. Current and Future Transportation Services and Facilities- Roadways, Metra, Pace, Non-Motorized Travel, Social Service Providers, Amtrak, Intercity Bus, TNC's, Employer Shuttles, CarShares, eBikes, Bike Share
  - c. Stakeholder Interviews and Small Group Meetings
  - d. Goals and Objectives Report
2. Research SOV Reduction Measures Report- This section will identify a full range of SOV reduction measures. The applicability to Lake County will be assessed, as well as the comparative impact on reducing SOV travel and the costs associated with each will be indicated.
- a. Literature Review
  - b. Peer Interviews
  - c. Lake County Case Studies
  - d. Reduction Measure Evaluation Tools
3. Travel Demand Management (TDM) Target Areas - Using data and mapping from the Existing and Future Conditions task, a screening methodology will be developed to identify up to 4 sub-regional study areas to target for potential TDM programs. The potential areas to study can include employment centers, retail/entertainment districts (e.g., Gurnee Mills, Six Flags Great America), or intuitional campuses (e.g., College of Lake County or Naval Station Great Lakes).
- i. Public Engagement- Two survey data collection efforts are envisioned, 1) with businesses and 2) with employees/commuters, which will help guide recommendations and inform subsequent marketing efforts.
  - ii. Transit and Non-Motorized Improvement Recommendations- Current service reviews will be made and recommendations for improvements proposed in each sub-regional study area.
  - iii. Sub-Regional Study Area TDM Strategies, focused TDM strategies will be developed targeted towards each sub-regional study area
  - iv. Site or Partner Specific Action Plan- A willing partner will be identified in each sub-regional study area to develop a TDM action plan focused on a specific partner or a specific location. The results of the Action Plan, including the marketing and business plan, will allow LCDOT or another partner to pilot or implement a specific TDM strategy at the conclusion of the study.
    - 1. Site or Partner Specific Marketing Plan - Develop draft marketing packages to provide messaging and communications directed at the commuter audiences, encourage program participation, and promote the information and resources.
    - 2. Site or Partner Specific Business Plan - Recommend approaches to implementing each of the four programs. This will include management, resources required, budgets, schedules, partnership opportunities, etc.
4. Potential SOV Reduction Grant Program for Lake County - Research the development of a grant program for Lake County entities to fund improvement projects that reduce SOV travel. This study will generate a range of ideas that could be implemented at different levels: countywide, as corridors, within municipalities, or by a consortia of private parties such as businesses. Candidate projects could be tailored to test specific transportation solutions or pilot recommendations. An evaluation process would be recommended based on a variety

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of criteria, including, for example, expectations for trip/VMT reduction outcomes. Based on the evaluation outcomes, more formal County policies and requirements could evolve.

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

This proposed study encompasses all three governing principles of ON TO 2050, Inclusive Growth, Resilience, and Prioritized Investment:

**Inclusive Growth**

As ON TO 2050 states “For a stronger, more equitable future, our region needs to ensure every resident and community has the ability to fully contribute to and benefit from the economy.” Research has shown that certain communities have been left behind as economic development patterns are not uniform throughout the region. These communities generally have longer commute times and less transportation options to reach employers. This study will evaluate existing conditions of the entire transportation network in Lake County, including transit, non-motorized facilities, TNC’s, roadway network, and private providers. The study will identify gaps in the network, make recommendations for targeted infrastructure and transit improvements. The results of this study will provide LCDOT and other partners with strategies that will shift behavior away from single occupancy vehicles and towards other modes of transportation. The resulting investment decisions and transportation network improvements made as a result of this study will help ensure enhanced mobility and improved quality of life for every resident and community in Lake County by reducing the amount single occupancy vehicles trips.

**Prioritized Investment**

ON TO 2050 makes the case that “We must carefully target public resources to maximize regional benefits for mobility, the economy, and quality of life for all residents.” This study will allow LCDOT to think differently when it comes to making transportation investments. Rather than focusing solely on roadway maintenance, widening and expansion, LCDOT as a public agency can begin to shift focus to that of a mobility provider, inclusive of all modes of mobility. The study will identify proven strategies for reducing congestion through reductions in SOV travel by investing in targeted areas and TDM strategies.

**Resilience**

ON TO 2050 requires that “Our region and its communities must anticipate and adapt to future challenges — both known and unknown — driven by climate, commerce, technology, and other factors.” LCDOT believes this study allows us to do that. Included in the scope of this study is evaluating strategies and programs that capture the use of emerging technologies like TNC’s, car share, bike share, autonomous vehicles, micro-transit and mobility as a service. We need to evaluate and understand all potential mobility options to be resilient in the face of an ever-changing industry. The reduction of SOV trips in the region will also improve congestion, air quality and help to mitigate the effects of climate change.

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

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This study includes components of all five of the regional focus areas:

- Planning Work Toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use
- Local Technical Assistance and the Formation of Collaborative Planning Efforts
- Modernization of the Public Transit System
- Leveraging the Transportation System to Promote Inclusive Growth
- Harnessing Technology to Improve Travel and Anticipating Future Impacts

Principles of Regional Priorities included in this study:

- Planning for supportive land use around transportation.
- Planning for alternative modes of transportation.
- Planning for joint efforts to provide local transportation services.
- Developing policies for emerging technology to support and complement the transit system.
- Studies to support improving the speed, frequency, and reliability of the transit system.
- Studies to support further fare and service coordination.
- Studies for improving the effectiveness and accessibility of demand response services.
- Studies for exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas.
- Studies for adapting the public way to emerging technology and new mobility.

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

One of the goals of ON TO 2050's Environment Chapter is "...using limited resources in a strategic and efficient way..." this study will allow LCDOT to maximize the limited resources available by identifying cost effective ways to reduce SOV trips, which may lead to less expansion of the roadway network. Encouraging multi-modal travel makes the best use of the system, reduces greenhouse gas emissions, and improves quality of life.

One of the ON TO 2050 Indicators is the "Percent of Trips to Work via Non-SOV Modes" with a goal of 37.3% of trips to work using non-SOV modes by 2050. LCDOT believes this study will directly contribute to helping the region achieve this goal.

**Competitive Justification** (which particular ON TO 2050 recommendation will this project contribute to or implement?)

ON TO 2050 Recommendations this project will contribute to:

- Harness technology to improve travel and anticipate future impacts
- Make transit more competitive
- Leverage the transportation network to promote inclusive growth
- Use collaborative leadership to address regional challenges
- Encourage partnerships and consolidation
- Base investment decisions on data and performance
- Intensify climate mitigation efforts

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<ul style="list-style-type: none"> <li>Pursue regional economic development</li> <li>Conduct regional planning for human capital</li> <li>Invest in disinvested areas</li> <li>Support development of compact, walkable communities</li> <li>Incorporate market and fiscal feasibility into planning and development process</li> </ul>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No, this is a new study.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>There will be many beneficiaries of this study including CMAP, LCDOT, Lake County Government, Lake County municipalities, Lake County Partners, TMA of Lake-Cook, Lake County employers, Transit providers, and Lake County residents.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Lake County Portion of ¼ % Sales Tax</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Existing Conditions Report	Technical Memo	Q2 2020
SOV Reduction Measures Report	Technical Memo	Q3 2020
Sub-Regional Study Areas Report	Technical Memo	Q4 2020
Site or Partner Specific Action Plans	Business and Marketing Plan	Q2 2021
Potential Grant Program Report	Technical Memo	Q3 2020
Final Report	Executive Summary of Total Project	April 1, 2021

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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<b>Performance Measure Completion Schedule</b> (New Quarterly Reporting Requirement under BOBs 2832)		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Public Engagement and Outreach	Number of people engaged quarterly	Q4 2019-Q1 2021
SOV Reduction Strategies	Number of SOV Reduction Strategies Evaluated	Q3 2020
SOV Reduction Strategies	Number of SOV Reduction Strategies Applicable to Lake County	Q4 2020

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Performance Measure Standards</b> (New Quarterly Reporting Requirement under BOBs 2832)		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Performance Measure Standards</b>
Public Engagement and Outreach	Number of people engaged quarterly	10 people not on the project team per quarter
SOV Reduction Strategies	Number of SOV Reduction Strategies Evaluated	20 Strategies
SOV Reduction Strategies	Number of SOV Reduction Strategies Applicable to Lake County	50% of strategies evaluated

<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$ 0
<b>Overhead Cost associated with this Project</b>	\$ 0
<b>Total Person Months</b>	N/A
<b>Consultant Cost</b>	\$532,000
<b>Other Costs (provide details below)</b>	\$55,000
<b>Total Project Cost</b>	\$587,000



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**Please specify the purpose of consultant costs**

The consultant will be responsible for performing the activities described in the tasks set out above, with LCDOT staff supervision and occasional working group meetings involving outside jurisdictions/agencies.

**Please specify the purpose of other costs**

Purchase of a subscription to *Street Light InSight* to provide real world transportation data. With *StreetLight InSight*, LCDOT and the project teams can access customized analytics like origin-destination, select link, travel time, traveler attributes, vehicle mode of travel, bike and pedestrian mode of travel and routing; turning anonymous location data from millions of mobile devices into customized, actionable analytics for our study.

**Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.**

See attached excel file.

Lake County SOV Reduction Study Schedule				★ Advisory Group Meeting				● Deliverables		17-Jan-19									
		Q4 2019			Q1 2020			Q2 2020			Q3 2020			Q4 2020			Q1 2021		
month:		10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
0 NTP - Project Kick-off																			
1 Existing & Future Conditions																			
	Plans & Studies																		
	Travel Flows																		
	Transp. Services & Facilities																		
	Stakeholder Engagement																		
	Advisory Group Meetings		★			★		★	★				★				★		★
	Goals & Objectives																		
	Existing & Future Conditions Report																		
2 SOV Reduction Measures																			
	Lit / Web Search																		
	Peer Interviews																		
	Lake County Case Studies																		
	SOV Reduction Measures																		
	SOV Reduction Report																		
3.1 & 3.2 Sub-Regional TDM Strategies																			
	ID Sub-Regional Study Areas																		
	Engagement																		
	Transportation Improvements																		
	Performance Metrics																		
	TDM Strategies Report																		
3.3 Action Plans																			
	Marketing Plans																		
	Business Plans																		
4. SOV Reduction Grant Program																			
5.Evaluation of Lake Co. Pilot Projects																			
6. Final Report																			
Lake County SOV Reduction Study Spend Plan																			
		Consultant Costs	Data Purch.	Total															
	Q4 2019	85,583	55,000	140,583															
	Q2 2020	113,153		113,153															
	Q2 2020	128,192		128,192															
	Q3 2020	95,715		95,715															
	Q4 2020	56,729		56,729															
	Q1 2021	52,791		52,791															
		532,164	55,000	587,164															

<b>DELIVERABLES:</b>
Existing & Future Conditions Report
SOV Reduction Report
Sub-Regional Study Areas
Sub-Regional TDM Report
Action Plans-Marketing & Business
SOV Reduction Grant Program
Lake County Pilot Evaluations
Final Report

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<b>Project Title</b>	Rock Island Electrification Feasibility Study
<b>Sponsoring Agency</b>	Metra
<b>Federal Amount Requested</b>	\$240,000
<b>Local Match Amount</b>	\$60,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

<b>Description and Justification</b>
<p><b>Brief Description</b> (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>Metra proposes a <i>Rock Island District Electrification Feasibility Study</i> to evaluate rolling stock alternatives (e.g. highliners, battery-powered, or hydrogen fuel cell), required infrastructure (e.g. catenary, charging infrastructure, hydrogen refueling infrastructure), and service plan scenarios (e.g. travel time savings and/or increased service). The study will estimate capital costs and operating and maintenance costs, develop ridership forecasts, and estimate benefits.</p>
<p><b>Major Tasks</b> (up to 20)</p> <ol style="list-style-type: none"> <li>1. Define of Alternatives</li> <li>2. Operations Modeling/Operating Cost Estimate</li> <li>3. Infrastructure/Capital Cost Estimate</li> <li>4. Ridership Forecast</li> <li>5. Benefit-Cost Analysis</li> <li>6. Evaluation Framework</li> </ol>
<p><b>Competitive Justification</b> (please identify the regional focus area associated with this project)</p> <p>The study is associated with two ON TO 2050 Principles: <b>Inclusive Growth</b> and <b>Prioritized Investment</b>. The study will support economic growth and opportunity by planning to improve mobility options. The study will prioritize investment by evaluating alternatives and potential benefits.</p>

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

The Rock Island District Electrification Feasibility Study most directly supports two regional priorities: **Modernizing of the Public Transit System** and **Leveraging the Transportation System to Promote Inclusive Growth**. The study supports **Modernizing the Public Transit System** by evaluating and defining the most cost-effective way to improve the speed, frequency, and reliability of transit service on the Rock Island District. The study supports **Leveraging the Transportation System to Promote Inclusive Growth** by evaluating strategies to reduce commuting time for residents, including low income communities, people of color, and people with disabilities. The study will evaluate strategies to reduce travel time and improve commute options between disinvested areas and employment, education and training, and service opportunities. It will also consider environmental impacts and reducing emission.

**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 the **Environmental** goal to be **a region prepared for climate change** by reducing greenhouse gas emissions through investments in public transit.

**Competitive Justification** (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The study contributes to the GO TO 2050 **Mobility** recommendation to **Promote inclusive growth by improving mobility options that spur economic opportunity for low income communities, people of color, and people with disabilities**.

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

Metra has periodically evaluated options for alternative power. The Rock Island District Electrification Feasibility Study supports the South Cook County Mobility Study and continues analysis of potential improvements.

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

At this early phase of project development, the study will primarily benefit Metra decision-makers and other federal, state, and local decision-makers. Upon completion of implementation of electrification of the Rock Island District, Cook County and Will County will benefit from increased transit service reliability and decreased emissions.

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

Metra has identified operating revenue for the local match portion of the project. Metra may also seek other local sources of planning funds to use as the local match.

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<b>Products and Completion Schedule</b> (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Draft Report	Report	6/30/2020
Final Report	Report	7/31/2020

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

<b>Performance Measure Completion Schedule</b> (New Quarterly Reporting Requirement under BOBs 2832)		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Contract Expenditures	% of total project cost expended	2020 Q3

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$0
<b>Overhead Cost associated with this Project</b>	\$0
<b>Total Person Months</b>	NA
<b>Consultant Cost</b>	\$300,000
<b>Other Costs (provide details below)</b>	\$0
<b>Total Project Cost</b>	\$300,000
<b>Please specify the purpose of consultant costs</b>  A task order contract will be executed with a consulting firm to complete the Rock Island District Electrification Feasibility Study.	

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**Please specify the purpose of other costs**

NA

**Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.**

Metra Rock Island District Electrification Feasibility Study																									
UWP Competitive Application Spend Plan																									
Total Project Cost																									
\$ 300,000.00																									
	2019	Q1			Q2			Q3			Q4		2020	Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Apply																									
Award																									
Study																									
% Expended																									
Staff Cost									10%			25%			30%			25%			10%				
Overhead Cost									\$ -			\$ -			\$ -			\$ -			\$ -				
Consultant Cost									\$ 30,000			\$ 75,000			\$ 90,000			\$ 75,000			\$ 30,000				
Other Cost									\$ -			\$ -			\$ -			\$ -			\$ -				
Total Cost									\$ 30,000			\$ 75,000			\$ 90,000			\$ 75,000			\$ 30,000				





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<b>Project Title</b>	Pace Suburban Bus Capital Facilities Planning
<b>Sponsoring Agency</b>	Pace Suburban Bus
<b>Federal Amount Requested</b>	\$350,000
<b>Local Match Amount</b>	\$70,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$420,000

**Description and Justification**

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public can understand the general scope and goals of the project).

As part of Pace's long-range plan, the agency has identified 11 of the region's expressways and 24 arterial roadways for implementing high-speed, limited stop express service. Pace has begun to implement this plan by working with the Illinois Department of Transportation (IDOT) to introduce bus-on-shoulder operations on I-55 and I-94. Pace has also worked with the Illinois Tollway to introduce service on the I-90 Flex Lane and is investigating similar service along I-294 with the Tollway's construction of Flex Lanes along that roadway. In 2019, Pace will begin operating its first arterial rapid transit service, the Pulse Milwaukee Line. This line will kick off the implementation of the 24-line high speed arterial grid, which will provide high-frequency, limited stop service augmented by transit signal priority and enhanced station areas. Over the next decade, Pace is working to bring Pulse service to Dempster Street, Halsted Street, 95<sup>th</sup> Street, Cermak Road, Harlem Avenue and Roosevelt Road.

These high frequency services will continue to enhance the transit network of Northeastern Illinois by offering fast and reliable service that can compete with the personal automobile. Ridership on current rapid transit services has grown markedly, with I-55 showing a 600 percent increase since 2011 and I-90 showing a 40 percent increase since 2016. Estimates for the Pulse Milwaukee Line anticipate a 25 percent increase in passenger activity compared to existing fixed route ridership in the corridor.

As Pace looks to increase investments in growth markets while maintaining a vast network of ever-changing fixed route, demand-response, Vanpool and paratransit services, there is a growing need to evaluate the capacity of garages, maintenance and administration facilities.

Pace is currently developing service implementation goals and a near-term action plan as part of an effort to update the agency's Vision Plan (late 2019 completion expected). Pace has also recently completed a Transportation Asset Management (TAM) Plan.

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Leveraging the information, goals and recommendations from these and other regional planning efforts, this study will primarily focus on evaluating the need for additional support facilities such as garages, transit centers, park-n-ride lots, transfer facilities, and bus turn-around sites, which will assist Pace in continuing to deploy public resources in an efficient and equitable manner across the region.

Under this framework, Pace will work with a contractor to perform an in-depth analysis of existing and future needs for facilities, which will include but is not limited to site locations, capacity, capability, utilization and condition. From this analysis, a prioritized list of projects will be developed to assist Pace in strategically investing capital dollars that support the agency's business plan.

**Major Tasks** (up to 20)

1. Produce an existing conditions report with a detailed assessment of the current service network and facilities, which utilizes and expands upon the findings of Pace's TAM plan.
2. Determine the optimal location, quantity and size of facilities necessary to accommodate existing ridership demand and future market growth in a manner that maximizes the use of existing and future operating costs for Pace rapid transit, regular fixed route, demand response, and paratransit services.
3. Develop a financial plan prioritizing capital projects over the next twenty (20) years based on the implementation, which utilizes and expands upon the findings of Pace's updated vision and strategic plan.
4. Consolidate all findings into a final plan.

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

This project covers the entire six-county Pace service area, which includes paratransit services in both the City of Chicago and neighboring municipalities.

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

A thorough understanding of the agency's current capacity and future facility needs is necessary for Pace to strategically deploy enhancements to the transportation system identified as regionally significant projects in CMAP's ON TO 2050 plan. These projects include expressway-based and Pulse services. A facilities plan will also assist Pace in modernizing the region's public transit system by identifying where infrastructure is needed to support a high-quality network. Infrastructure may include but is not limited to maintenance facilities to accommodate expanded vehicle needs, transit stations to connect regional services, park-n-ride lots for expressway line haul services, and other passenger and support facilities as needed.

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

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The facilities plan will help Pace prioritize capital projects that will support land use and economic development goals by enabling the implementation of agency's Rapid Transit Program. To date, Pace has implemented many elements of Vision 2020, including the development of a Rapid Transit Program and dedicated staff. This program has facilitated the launch of highly successful services on Interstates 55, 90 and 94 and a process for planning, designing and constructing the agency's Pulse network.

With the implementation of these services, Pace and its partners are investing in high-quality infrastructure such as the Barrington Road / I-90 Station in Hoffman Estates and 17 new passenger stations along the Pulse Milwaukee Line, with many more stations planned along the Dempster, Halsted, 95<sup>th</sup> and other near-term priority corridors. These investments are creating nodes for transit-oriented development along the regions arterials and expressways that did not exist just a few years ago, which is being verified by more intensive development plans for the Villages of Niles and Hoffman Estates.

Pace hopes to continue to deliver these high-quality investments to improve quality of life for the region's residents and workers, however needs a plan for developing our support facilities in order to do so.

**Competitive Justification** (which particular ON TO 2050 recommendation will this project contribute to or implement?)

A plan for updating and expanding Pace's facilities will provide the agency with additional capacity to expand the Rapid Transit Network and other services that will open the regional transit network to more passengers, reduce automobile traffic and improve air quality. Targeted facility investments will also aid Pace in deploying more frequent service along corridors enhanced with intelligent transportation systems (ITS) to allow improved speeds and competition with the personal automobile.

Lastly, Pace will seek out partnerships with other public agencies where opportunities exist to share infrastructure. For example, Pace provides service along limited-access lanes constructed by IDOT and Tollway and shares bus bay space with CTA, but there may be additional opportunities to think outside the box and share space with truck parking, maintenance facilities and other locations where public interests converge.

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

Yes. This project will build from Pace's TAM Plan, updated Vision Plan (late 2019 completion), and planning work related to the Rapid Transit Program (ongoing).

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

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Pace and sister agencies of the Chicago Transit Authority (CTA) and Metra; the Regional Transportation Authority (RTA), CMAP, IDOT, Tollway, the six counties and residents, workers and passengers within the 284+ municipalities that Pace serves.

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

Pace Funds.

**Products and Completion Schedule  
(New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))**

<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Investigation of existing conditions	Outside distribution	Aug-Oct 2019
Location analysis, demand and future growth analysis	Outside distribution	Nov 2019- Jan 2020
Financial Plan	Outside distribution	Feb-May 2020
Final Plan	Outside distribution	June-Dec 2020

**\*All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

**Performance Measure Completion Schedule  
(New Quarterly Reporting Requirement under BOBs 2832)**

<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which competed)</b>
Existing conditions report	Plans Opportunities	1 <sup>st</sup> Quarter
Location, demand and future growth analysis	Future facilities analysis	2 <sup>nd</sup> Quarter
Financial Analysis	Budget	3 <sup>rd</sup> Quarter
Final Report	Completed Plan	4 <sup>th</sup> Quarter

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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<b>Expense Breakdown</b>	
<b>Staff Cost associated with this Project</b>	\$0
<b>Overhead Cost associated with this Project</b>	\$
<b>Total Person Months</b>	
<b>Consultant Cost</b>	\$420,000
<b>Other Costs (provide details below)</b>	\$
<b>Total Project Cost</b>	\$420,000
<b>Please specify the purpose of consultant costs</b>  Creation of a Financial and final plan for facilities planning.	
<b>Please specify the purpose of other costs</b>	
<b>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</b>	

Spend Plan per quarter for Pace Bus Capital Facilities Plan for UWP Submittal						
Project Cost						
\$420,000						
1st Qtr Expenditure Existing Conditions						
\$100,000						
2nd Qtr Expenditure Location, size number of facilities and type						
\$100,000						
3rd Qtr Expenditure Financial and Capital Plan						
\$130,000						
4th Qtr Expenditure Findings and Final Plan						
\$90,000						
Total						
\$420,000						