



MEMORANDUM

To: UWP Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: December 4, 2020

Re: FY 2022 UWP Proposals

On November 2, 2020, a Call for Projects was made for the FY 2022 UWP proposals. During the initial planning process for conducting the FY 2022 Call for Projects, the Committee adopted an accelerated schedule for development of the FY2022 UWP so that a final UWP Program could be available for IDOT by April 1, 2021. In addition, the UWP Committee voted to only conduct a Core program this year, while the Competitive program is reviewed over the remainder of the current fiscal year. Thus, FY 2022 Call for Projects only consists of Core proposal submissions. Eight total Core proposals were received. It is anticipated that the FY 2022 UWP federal mark will remain the same as last year at \$18,788,769. Presentations of all the proposals will be made to the UWP Committee at its meeting on December 9, and final approval of the FY 2022 program at its January 13, 2021 meeting.

The chart at the end of this report reflects the approved amounts for the FY 2021 funded projects and the FY 2022 proposal amounts. In all cases, the federal funds are being requested at the 80% level. The chart reflects both the federal funds and the total project cost.

CORE PROPOSALS

CMAP – MPO Activities

CMAP is responsible for the implementation of the region's long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning. For FY2022, the agency will focus its efforts on the Regional Task Force, COVID Mobility Recovery work, the ON TO 2050 Plan

Update, and other planning activities to support regional partners' COVID recovery efforts. CMAP submitted for FY2022 a proposal of \$18,776,559 which remains the same as FY 2021.

Chicago Department of Transportation – Chicago Transportation Planning and Programming

The purpose of this project is to support the CMAP regional objectives as an MPO by ensuring the City of Chicago's participation in CMAP's regional planning and transportation programming processes including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the general public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process. CDOT submitted a proposed increase from \$866,250 to \$965,375 for the core project, an increase of 11.4%.

Council of Mayors – Subregional Transportation Planning, Programming and Management

This program provides for the strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. To assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long-Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. For FY 2022, the COMs request funding at \$1,526,019, which is an increase of 4%.

CTA – Program Development

The purpose of this project is to support regional objectives by providing for the Chicago Transit Authority's (CTA) strategic participation in the region's transportation planning process, including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans. For FY 2021, CTA was funded at \$525,000 for program development and is requesting \$625,000 for FY 2022, an increase of 19%.

County – McHenry County 2050 Transportation Plan

McHenry County looks forward to updating its Long Range Transportation Plan by assessing the County's highest transportation priorities and prioritizing equitable and sustainable, transportation investments. A transportation plan plays a fundamental role in the County's vision for the future. The 2040 Long-Range Transportation Plan, which was adopted in 2014, provides our County's residents, municipalities, townships, and nearby jurisdictions vital insight into the objectives and plans for the County's transportation network. In an ever-changing transportation landscape, the opportunity for our County to provide an update our long-range transportation plan will provide additional clarity and uniformity to our planning efforts. Our County's Transportation Committee, the legislative body for transportation-related topics in the County, will also benefit greatly from the opportunity to lend valuable, informed

input in the process. This project is requesting funding at the same level as the FY 2021 DuPage County Trails plan project at \$300,000.

Metra – Capital Program Development and Asset Management

This project supports regional planning objectives that Metra provides in its capital program development and asset management activities. The project supports CMAP objectives, including the development of the TIP and annual transit asset management targets. As stated in federal legislation, it is the responsibility of the MPO to work with transportation operators, such as Metra, to develop long range transportation plans and transportation improvement plans. This project supports the development of Metra’s 1- year and 5-year Capital program and TIP updates. The major tasks and activities close asset knowledge gaps by funding Metra’s Transit Asset Management group that is developing condition assessment processes, establishing asset data management protocols, implementing a TAM improvement plan, and updating the original TAM plan. The scope and staff of the TAM group continues to grow as Metra implements its TAM plan and develops more sophisticated asset data. Metra’s FY 2021 funding level was approved at \$420,000 and for FY 2022 is requesting \$620,000, an increase of 47.6%.

Pace Smart Mobility Regional Support

With this grant, the Pace RideShare Program will support upcoming regional mobility management recommendations, projects, pilots, and plans generated from TDM, SOV reduction and alternative strategy studies such as:

- The North Grant Park - Streeterville Transportation Demand Management Plan
- The Single Occupancy Vehicle Reduction Study for Lake County
- Transportation Alternative Strategy – Matteson, Park Forest, and Richton Park funded by the RTA’s Community Planning Program
- Village of Bedford’s Last Mile Mobility Study

Actionable solutions will be designed to encourage mode shift to public transportation/rideshare/bike/walk/compressed work week/telecommuting, recruit shared-commute drivers, form new pool groups or fill open seats in existing carpools/vanpools, support rewards such as priority rideshare parking, a guaranteed ride home program, and other behavior change incentives and/or promote multi-modal commutes such as pairing carpooling and public transportation. Depending on the study recommendations, implementation could include marketing, development, improvement, expansion or maintenance of software and app features, coordination of APIs to deep link to a regional MaaS tool or trip planner, survey-related costs, give-aways/prizes, staffing, employer outreach and event costs. For FY 2022, Pace is requesting an increase in funding to \$200,000, which is a 142.4% increase.

Pace – TIP Development and Modeling

The program develops a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois Region, which is consistent with and in support of the five-year regional TIP. In FY 2022, Pace is submitting this core project at the same funding level as the previous FY 2021 year at \$75,000.

		FY 2021 Actual			FY 2022 Proposed		
Agency	Project Title	Federal	Local Match	Total	Federal	Local Match	Total
Core							
CMAP ¹	MPO Activities	\$15,030,443	\$3,757,610	\$18,788,053	\$15,021,247	\$3,755,312	\$18,776,559
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$693,000	\$173,250	\$866,250	\$772,300	\$193,075	\$965,375
Council of Mayors ²	Subregional Transportation Planning, Programming, and Management	\$1,467,326	\$366,832	\$1,834,158	\$1,526,019	\$381,505	\$1,907,524
CTA	Program Development	\$420,000	\$105,000	\$525,000	\$500,000	\$125,000	\$625,000
McHenry County	2050 Transportation Plan				\$240,000	\$60,000	\$300,000
DuPage County	DuPage Trails Plan	\$240,000	\$60,000	\$300,000			
Metra	Capital Program Development and Asset Management	\$336,000	\$84,000	\$420,000	\$496,000	\$124,000	\$620,000
Pace	Smart Mobility Regional Support	\$66,000	\$16,500	\$82,500	\$160,000	\$40,000	\$200,000
Pace	TIP Development and Modeling	\$60,000	\$15,000	\$75,000	\$60,000	\$15,000	\$75,000
Total of Core		\$ 18,312,769	\$ 4,578,192	\$ 22,890,961	\$ 18,775,566	\$ 4,693,892	\$ 23,469,458
1) CMAP Local Match consists of \$3.5 million in State match and \$255,312 in Other funding							
Competitive							
CDOT	Central Business District Multi-modal Demand Assessment	\$ 240,000.00	\$ 60,000.00	\$ 300,000	No Competitive Program in FY2022		
CDOT	Vision Zero Chicago Dashboard						
CMAP/suballocation to RTA	Local Planning Assistance - Community Planning Program						
Cook County	Equity Performance Measures for Invest in Cook						
CTA	Strategic Plan for Expansion of GIS Usage at CTA						
CTA	Transit Signal Priority Roadmap						
Metra	Downtown Connections Study	\$ 236,000.00	\$ 59,000.00	\$ 295,000			
Pace	Pace ADA Paratransit and Pace Vanpool Customer Satisfaction Survey						
Total of Competitive		\$ 476,000	\$ 119,000	\$ 595,000	\$ -	\$ -	\$ -
Total Programs		\$ 18,788,769	\$ 4,697,192	\$ 23,485,961	\$ 18,775,566	\$ 4,693,892	\$ 23,469,458
Federal Mark		\$ 18,788,769	\$ 4,697,192	\$ 23,485,961	\$ 18,788,769	\$ 4,697,192	\$ 23,485,961
<i>italics-grey represents projects applied for, but did not receive funding in previous UWP FY21</i>							

ACTION REQUESTED: Discussion

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