



MEMORANDUM

To: Transportation Committee
From: CMAP Staff
Date: September 24, 2021
Re: UWP Competitive priorities and program development timeline

Following the adoption of ON TO 2050 in 2018, the UWP Committee revisited planning priorities in light of the new plan. Three previous planning priorities were maintained and two new priorities -- Inclusive Growth and Harnessing Technology -- were introduced from ON TO 2050. With the adoption of the new Competitive UWP Program recommendations in 2021, the following represents the priorities and program development timelines for the FY 2023 Competitive program, which is scheduled to release its Call for Projects on October 1, 2021.

Planning areas identified for potential UWP funding

The following planning areas from previous rounds of UWP funding have been updated with language and emphases from ON TO 2050:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.

- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include 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, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.

Competitive Program Eligibility

For FY2023, the UWP Committee revamped the competitive program with the goal of optimizing the performance of the program. To accomplish this, the Committee workshopped several focus areas to develop a proposal to address barriers to starting projects, funding considerations, monitoring project performance, and redefining the evaluation criteria and selection process. With the adoption of the new FY2023 Competitive program, projects submitted for consideration should meet the following requirements:

- Align with ON TO 2050 recommendations as identified above;

- Demonstrate project readiness by submitting full project plans, including procurement timeline, with completion of projects within the 3 year funding period by June 30, 2025;
- Outline and provide details on how the project has regional impact;
- Demonstrate alignment with the State’s Long-Range Transportation Plan;
- Outline and provide details on how the project benefits disadvantaged/economically disconnected communities as defined by ON TO 2050.

The Call for Projects memo, to be released on October 1, 2021, will contain the following criteria for scoring proposals:

Evaluation Criteria	Range of Points	Points	Total
Aligns with ON TO 2050 Recommendations	(1, 5, 10)		
Project Readiness and Completeness of Proposal	(5, 10)		
Regional Impact	(1, 5, 10)		
Aligns with the State’s Long Range Transportation Plan	(1, 5, 10)		
Benefits Disadvantaged/Economically Disconnected Communities as defined by ON TO 2050	(1, 5, 10)		

Proposed timeline and process

CMAP staff recommends that the FY 2023 UWP process follow the following process for scoring, recommendation, and approval.

- The Call for Projects will be made in October and will include both the Core and the Competitive proposals.
- The Core and the Competitive proposals will be presented to the Committee on November 10, 2021. The Committee will score the Competitive proposals as in years past, based upon their alignment with the regional priorities and the scoring criteria outlined above.
- CMAP staff will consolidate Committee scores and develop a proposed program for the UWP Committee’s consideration. The proposed program will incorporate the Committee’s rankings of the Competitive proposals.

The schedule for the development and approval of the FY 2023 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	September 22, 2021
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Call for Proposals

Call for Proposals	October 1, 2021
All Proposals Due (Core and Competitive)	October 27, 2021

Proposal presentations

UWP Meeting - Presentation of Proposals	November 10, 2021 - 1:00 p.m.
UWP Committee members rank proposals	Due to CMAP November 24, 2021
CMAP prepares committee ranked proposals with funding allocation	December 1, 2021
UWP Meeting - Adopt FY 2023 Program	December 8, 2021

Committee Approval

Coordinating Committee considers approval of FY 2023 UWP to CMAP Board	January 2022
Transportation Committee considers approval of FY 2023 UWP to MPO Policy Committee	January 2022
CMAP Board considers approval of proposed FY 2023 UWP	February 2022
MPO Policy Committee considers approval of proposed FY 2023 UWP	March 2022
Final UWP Document Released	March 2022

Staff contacts

Angela Manning-Hardimon, amanninghardimon@cmmap.illinois.gov, 312-386-8714
 Dan Olson, dolson@cmmap.illinois.gov, 312-386-8760

ACTION REQUESTED: Information

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