

**MEMORANDUM**

**To:** UWP Committee

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

**Date:** November 17, 2021

**Re:** FY 2023 UWP Proposals

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On October 1, 2021, a Call for Projects was made for the FY 2023 UWP proposals. Ten total proposals were received with 8 for core projects and 2 for the competitive projects. It is anticipated that the FY 2023 UWP federal mark will be \$18,788,769. Presentations of all the proposals will be made to the UWP Committee at its meeting on November 17, 2021, with ranking of the competitive proposals due by November 29, and final approval of the FY 2023 program at its December 8 meeting.

The chart at the end of this report reflects the approved amounts for the FY 2022 funded Core projects and the FY 2023 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 FY2023, the agency will focus its efforts on the Regional Economic Recovery, COVID Mobility Recovery work, the ON TO 2050 Plan Update, and other planning activities to support regional partners' COVID recovery efforts. In FY 2022, CMAP was funded at \$18,793,062. The FY 2023 proposal is for \$19,168,923; an increase of approximately 2% over last year.

## **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 proposal for \$897,500 for the core project, a decrease from \$965,375, or 8%.

## **Council of Mayors – Subregional Transportation Planning, Programming and Management**

To provide for 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 2023, the COMs request funding at \$1,916,368, which is an increase of less than 1% from FY 2022.

## **Kane County – Bicycle and Pedestrian Plan Update**

To update the Bicycle and Pedestrian Plan for Kane County, incorporating stronger safety and equity considerations for prioritizing network links. The Kane County bicycle and pedestrian plan update will provide greater depth to prioritization of impactful projects for the Kane and northern Kendall County bicycle networks. This strategically aligns with the planning and programming aspects of the core MPO responsibilities as the Kane Kendall Council of Mayors references the bicycle and pedestrian plan to inform funding decisions through the administration of STP funds. This project may serve to enhance measures and methods used for the evaluation of bicycle projects for CMAP's implementation partners. This project will also place increased emphasis on crossing barriers faced by users of the bicycle and pedestrian network as opposed to new links, something which has seen increased attention both in CMAP's programming as well as generally. The FY 2023 core proposal for Kane County is for \$200,000; a decrease from \$300,000 or 33% from the County request in FY 2022.

## **CTA – Program Development**

The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (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 2022, CTA was funded at \$625,000 for program development and is requesting the same amount for FY 2023.

## **Metra – Capital Program Development and Asset Management**

This project supports the planning and administrative preparation to support Metra’s initiation and delivery of capital projects to support regional transportation objectives. This project will fund the administrative staff that is responsible for agency-wide asset management activities, capital program development, and the administration of Metra’s projects in the regional Transportation Improvement Plan (TIP). The project supports CMAP objectives, including tracking annual transit asset management targets, implementing investment prioritization, and developing the TIP. Metra’s FY 2022 funding level was approved at \$620,000 and for FY 2023 is requesting \$650,000, an increase of 5%.

## **Pace Smart Mobility Program**

With this grant, Pace will educate essential workers on their mobility options and reconnect Pace Vanpoolers and carpoolers as they return from telework or continuing a hybrid schedule. Given the recent changes in the workday commute and the impact on low-income communities, Pace will develop a scalable marketing campaign that raises awareness of reliable job access options that are supported by the RTA Transit Benefit Fare Program. To be successful with outreach in this diverse service area, Pace will leverage culturally-relevant strategies and offer solutions that encourage an affordable mode shift.

Through partnership, and depending on available data, Pace’s tool can offer employees information about Pace fixed route bus, Vanpool, and On Demand services as well as information about other origin-to-destination trips on rideshare and biking. Pace’s marketing activities could also inform commuters about options that can be paired with compressed work weeks and telecommuting.

The following recent developments indicate an emerging need for a targeted promotion:

- [A recent CMAP study](#) revealed that transportation costs are burdening Chicago’s low-income (16% of their income) more than higher-income (spend 6%) workers.
- For carpooling, [UC Berkeley researchers](#) found that participants were more likely to come from low-income households but car ownership is expensive.
- While employees of all income levels utilize public transportation, low-income employees are riding public transportation to essential jobs 20% more than their counterparts. Despite this, there are suburban and reverse commuters struggling with getting to work.
- Public transit offers an affordable solution and is accessible to potentially 55% of Chicago residents but access is less in the suburbs where many do not live near bus and train service.
- The pandemic has shifted Northeastern Illinois workforce into three different commute types - telework, hybrid and essential workers.
- During the pandemic, some public transportation service was suspended and hasn’t been fully reinstated. Commuting together in a pool was also paused for various reasons including workers dropping out of the workforce to provide childcare, adopting part-time shifts, early retirement, layoffs, unemployment and shared-ride safety concerns.
- There are employees traveling across counties or states, working in areas without access to transit, seeking first and last mile options to public transportation and working shifts that don’t match public transportation operating hours.

- There are clusters of essential workers living on Chicago's South and West side, Cook County (south, southwest and west suburbs) as well as in concentrated areas of McHenry, Lake, DuPage, Kane and Will counties.

Outreach could potentially involve recruiting shared-commute drivers, forming new pool groups, filling open seats in existing carpools/vanpools, supporting rewards, research, and development of a loyalty program, exploring flexibility to the service design, service restructuring, and increasing participation in the Transit Benefit Fare Program. Depending on the target market, implementation could include digital or in-person promotions, platform development, improvement, expansion or maintenance, research and purchase of an app feature, coordination of APIs to deep link to a regional MaaS tool or trip planner, survey-related costs, giveaways/prizes, staffing, employer outreach and event costs.

Pace's FY 2022 approved funding was for \$200,000. For FY 2023, Pace is requesting \$125,000, which is a 37% decrease.

### **Pace – Capital Program Development and Asset Management**

This project supports Pace in its strategic efforts to plan, develop and implement a fiscally constrained Pace Bus Capital Improvement Program and a Transit Assessment Management Plan for Northeastern Illinois. Pace is responsible for developing the Capital and Operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including transportation planning, public involvement, and the Transportation Improvement Plan. In FY 2023, Pace is submitting this core project for \$150,000, which is an increase of \$75,000, or 100% over the comparable TIP Development and Modeling program from FY 2022.

## **COMPETITIVE PROPOSALS**

### **Chicago Transit Authority – Loop Rail Capacity Monitoring**

The project will analyze existing rail capacity and potential solutions to maximize capacity in the elevated Loop through rail simulation modeling. The elevated Loop is a critical piece of CTA infrastructure with five rail lines operating through it– Brown, Orange, Purple, Green, and Pink, each with its own routing pattern. This complexity, without precedent in North American rail transit operations, makes assessment of Loop capacity and evaluation of capacity-focused capital projects analytically challenging. The rail simulation modeling would allow for accurate assessment of the complex operations and capacity solutions. Maximizing CTA system capacity around the Loop is vital to supporting growth in access to employment, education, services, and entertainment in downtown and improving utilization of any of these five lines. FY 2023 funding for this project is requested at \$375,000.

## SSMMA ADA Transition Plan

The fundamental goal of the SSMMA ADA Transition Plan is to ensure equal access to civic life by people with disabilities. The plan also provides guidance for removal of accessibility barriers. The Plan is intended to be a living document that will be updated regularly to track ongoing achievements toward compliance. Nineteen SSMMA communities have signed on to be a part of this regional planning process. FY 2023 funding for this project is requested at \$250,000.

Agency	Project Title	FY 2022 Actual			FY 2023 Proposed		
		Federal	Local Match	Total	Federal	Local Match	Total
<b>Core</b>							
CMAP <sup>1,2</sup>	MPO Activities	\$15,034,450	\$3,758,612	\$18,793,062	\$ 15,335,139	\$ 3,833,785	\$ 19,168,923
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$772,300	\$193,075	\$965,375	\$718,000	\$179,500	\$897,500
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$1,526,019	\$381,505	\$1,907,524	\$1,533,094	\$383,274	\$1,916,368
CTA	Program Development	\$500,000	\$125,000	\$625,000	\$500,000	\$125,000	\$625,000
McHenry County	2050 Transportation Plan	\$240,000	\$60,000	\$300,000			
Kane County	Bicycle and Pedestrian Plan Update				\$160,000	\$40,000	\$200,000
Metra	Capital Program Development and Asset Management	\$496,000	\$124,000	\$620,000	\$520,000	\$130,000	\$650,000
Pace	Shared Mobility Program	\$160,000	\$40,000	\$200,000	\$100,000	\$25,000	\$125,000
Pace	Capital Program Development and Asset Management	\$60,000	\$15,000	\$75,000	\$120,000	\$30,000	\$150,000
<b>Total of Core</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>	<b>\$ 18,986,233</b>	<b>\$ 4,746,558</b>	<b>\$ 23,732,791</b>
1) CMAP Local Match in FY22 consists of \$3.5 million in State match and \$258,612 in other funding							
2) CMAP Local Match in FY23 consists of \$3.5 million in State match and \$333,785 in other funding							
<b>Competitive</b>							
CTA	Loop Rail Capacity Modeling				\$ 300,000	\$ 75,000	\$ 375,000
SSMMA	ADA Transition Plan				\$ 200,000	\$ 50,000	\$ 250,000
<b>No Competitive Program in FY2022</b>							
<b>Total of Competitive</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 125,000</b>	<b>\$ 625,000</b>
<b>Total Programs</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>	<b>\$ 19,486,233</b>	<b>\$ 4,871,558</b>	<b>\$ 24,357,791</b>
<b>Federal Mark</b>		<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>	<b>\$ 18,788,769</b>	<b>\$ 4,697,192</b>	<b>\$ 23,485,961</b>

ACTION REQUESTED: Discussion

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