



MEMORANDUM

To: UWP Committee

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

Date: February 8, 2018

Re: FY 2019 UWP Proposals

On January 2, 2018, a Call for Projects was made for FY 2019 UWP proposals. Nineteen total proposals were received with 9 for core projects and 10 for the competitive projects. It is anticipated that the FY 2019 UWP federal mark will be \$ 17,947,242. Presentations of all the proposals will be made to the UWP Committee at its meeting on February 14, with ranking of the competitive proposals due by February 23, and final approval of the FY 2019 program at its March 14 meeting.

The chart at the end of this report reflects the approved amounts for the FY 2018 funded projects and the FY 2019 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 GO TO 2040; 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 transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning. The FY 2019 proposal also includes funding for activities related to the completion and adoption of the region's new long range plan ON TO 2050. The FY 2019 proposal is for \$17,499,631; an increase of approximately 4.3% over last year.

Chicago Department of Transportation – Chicago Transportation Planning and Programming

To support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process, including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies; and by providing technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of CDOT in the regional planning process. CDOT submitted a proposed increase from \$825,000 to \$938,548 for the core project, an increase of 13.7%.

County – Cook County Transit Study

Traditionally the seven Counties have submitted a core proposal each year for one of the Counties to review and update policies, strategies and projects to meet regional transportation needs. For FY 2019, Cook County is ideally positioned to benefit from changes to the transit system given that it encompasses the entire CTA system (both train stations and bus routes), two-thirds of all Metra stations and more than three-quarters of Pace routes. Within the region, Cook County accounts for more than half the residents and jobs and 77 percent of all revenues collected to support public transportation. Moreover, its built environment is the most transit supportive of any within the Chicago metropolitan region. As noted in its long range transportation plan, Cook County competes with other US and international urban areas for businesses, people, capital and talent. To successfully compete, the County must ensure that its transit system offers residents and businesses realistic, high-quality choices.

The goal of this study is to improve the quality and frequency of transit service and increase ridership by identifying how existing resources can be better used, developing new capacity, making modifications to the existing public transit system, ensuring better integration between transit providers and various modes of transportation, evaluating the relative impact of planned improvements to the system, assessing fare structures, and supporting new development on vacant or underutilized land with high levels of transit availability. FY 2018 funded McHenry County's Transit Plan Update at \$200,000. The FY 2019 core proposal for Cook County is for \$562,500; an increase of 281% from the County request in FY 2018.

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 MAP-21, 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. For FY 2018, COMs was funded for \$1,938,539 and is requesting increased funding at \$2,035,466 for FY 2019, an increase of 5%.

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 Program (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 2018, CTA was funded at \$500,000 for program development and is requesting \$593,750 for FY 2019, an increase of 18.75%.

Metra – Program Development

The proposal is for program development of capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities. Metra’s FY 2018 funding level was approved at \$400,000 and is requesting an increase for FY 2019 to \$450,000, an increase of 12.5%.

Pace – Ridesharing Services Program

The grant request is for funding the program enhancements resulting from launching improved ridematching software and a mobile app.

The Information for Bid process is underway and Pace seeks to purchase software that meets the nationally recognized rideshare industry standards and meets the users’ expectations currently shaped by more mobile-friendly technology and apps plus social media where users are directly connected and influencing products and services.

The online matching tool is a critical component of the program and the new features will trigger changes to the website content, incentives offered, program approach and marketing. In addition, it will allow Pace to better support and grow the existing Pace Vanpool Program. Pace RideShare provides free commuter assistance which includes transportation coordination and analysis to encourage using a combination of options such as public transportation/ridesharing/biking and other mobility options (car/bike sharing, etc.), open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.

The Pace RideShare Program helps the super commuter with travel patterns where public transportation is unmarketable and other mobility options (including ride hailing) are too expensive or not available. Pace’s FY 2018 approved funding was for \$75,000. For FY 2019, Pace is requesting an increase in funding to \$150,000, which is a 200% 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. Pace submitted this core project at the same funding level as the previous year, \$75,000.

RTA – 2018 Regional Transit Strategic Planning Support

The RTA in partnership with the Service Boards (CTA, Metra and Pace) completed development of the 2018-2023 Regional Transit Strategic Plan, *Invest in Transit*, in January 2018. This new regional plan sets a bold, yet practical, vision for “public transit as the core of the region’s robust transportation mobility network.” *Invest in Transit’s* three goals describe the key areas of focus for the Transit Agencies over the next five years. For each goal, *Invest in Transit* lays out a series of strategies for taking action over the next five years. With the plan completed, the RTA is now commencing work on planning activities to support the strategies outlined in it. The RTA will also continue to coordinate with CMAP on an ongoing basis to

ensure that the long-term vision cast in the forthcoming ON TO 2050 Plan aligns with the near-term priorities of *Invest in Transit*. Funding will be used for RTA staff work to implement the 2018 Strategic Plan through ongoing planning activities with partners and stakeholders. RTA's FY 2018 approved funding was for \$100,000. For FY 2019, RTA is requesting an increase in funding to \$200,000, which is a 200% increase.

COMPETITIVE PROPOSALS

CMAP, with suballocation to RTA, depending on Projects – Local Technical Assistance and Community Planning Programs

This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use, housing, economic development, governance, and environment. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 15 local plans and several smaller-scale follow-up activities. The program was funded at \$348,000 for FY 2018 and is requested at \$1,170,000 for FY 2019.

Chicago Department of Transportation – Complex Intersections Framework Plan

Chicago's street network is characterized by a prevailing grid system with a number of diagonal streets crossing through. This historical street development pattern has resulted in many locations where three or more streets converge at or near the same point, leaving a legacy of complex intersection geometry throughout the city. These complex intersections – often with highly acute and obtuse angles and five, six, or more legs – present traffic safety, vehicle operations, and travel comfort challenges for the various users of city streets, including pedestrians, transit customers and operators, bicyclists, motorists, and freight carriers. A preliminary tally shows more than 50 such intersections in the city, and the goal of this study will be to create a framework plan that identifies, classifies, prioritizes, and develops improvement concepts for the universe of relevant intersection locations. Once these locations are identified and classified, the study will develop concepts recommend strategies for potential near, medium, and/or long term modifications that will help to achieve complete streets and travel demand management goals at each intersection. The concepts and strategies will draw upon lessons learned from other recent projects that have started to address some of the city's most complex intersections. The final product will document how intersections were identified and how priorities, concepts, and strategies for each intersection were determined, so that the methodology may be replicated or adapted by other jurisdictions and agencies within the Chicago region that face similar challenges. CDOT in FY 2018 had one competitive project funded at a level of \$250,000. FY 2019 funding for this project is requested at \$500,000.

Chicago Department of Transportation – New Mobility Impacts Study and Synthesis

The purpose of this project is to assist the City of Chicago with collecting, organizing and synthesizing the impacts and changes within the City due to the rapid deployment of new mobility options (ride-share, car-share, bike-share, e-hail, etc.) over the last decade. Impacts on overall mobility by all modes, improvements in access, changes in legacy mode ridership, revenue impacts, including various City fees and taxes, parking utilizations and congestion and travel times will all be assessed and standardized for simple dissemination. Study will rely

primarily on *existing* datasets in the City or within the region and will not be a new data collection effort. Having a set of common and well-synthesized set of assumptions about what has occurred, and what exists today, will be extraordinarily useful for the City in moving forward in developing reliable and well-informed policy directives for this increasingly dynamic environment. Mobility systems themselves are data-collection systems, and so one output from this study will be a set of considerations for what data standards and sharing requirements may be needed for the future. The proposal is for \$75,000.

Chicago Department of Transportation – Vision Zero South Side

Vision Zero is Chicago’s initiative to eliminate fatalities and serious injuries from traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor’s Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan expected in the coming months. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.

The Vision Zero South Side program will operate to:

- Build community members’ ownership of and influence on traffic safety
- Coordinate open dialog and community-focused problem solving
- Encourage and facilitate the participation of all community members
- Inspire community action through public outreach and encouragement
- Provide educational resources and tools tailored to the South Side community, including both online and physical resources
- Host accessible, informative, and enjoyable outreach and encouragement events and attend events within the community
- Ensure that all hosted events include child and youth-focused activities
- Unite disconnected agencies and organizations to increase understanding and awareness and to influence positive behavioral change
- Improve the relationship between community members and City agencies

FY 2019 funding for this project is requested at \$200,000.

City of Chicago Heights – Sidewalk Neighborhood Improvement

The goal of this project is to evaluate the City’s sidewalk network, identify gaps, damaged sidewalks, tripping hazards, and non-ADA crossings, and construct the necessary repairs and improvements. Chicago Heights did not apply for previous FY 2018 funding and FY 2019 funding for this project is requested at \$1,250,000.

CTA – Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program

The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9th 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA’s Capital Investment Grant Program. This project to identify the next phases of RPM will build upon the success of RPM Phase One.

The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's efforts to enhance the entire Red Line and is identified as GO TO 2040 fiscally-constrained project. This UWP project is necessary to determine elements of the next phases of RPM, including RPM Phase Two. It will include the capacity analysis, conceptual engineering, and early environmental review that are required to identify the next phases of RPM, stakeholder/outreach activities, and materials necessary to request entry for RPM Phase Two into the Project Development phase of the FTA's Capital Investment Grant Program as a Core Capacity project. The project is ready to begin and scalable. The proposal request for FY 2019 is for \$400,000 federal UWP funds, matched by \$360,000 in local funds, and an additional \$540,000 in other federal funds, for a project total of \$1,300,000.

Metra - Origin-Destination Survey

The proposal is to update the existing (2016, 2014, 2006, and 2002) data on:

- Metra riders' modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line
- locations of Metra riders' homes ("productions") and non-home destinations ("attractions")
- Metra riders' trip purposes, and
- usage of different ticket types (for FTA Title VI reporting)

This will be done concurrently with Metra's "Station/Train Boarding and Alighting Count" data-collection project. The FY 2019 request for funding is \$464,466.

Metra - Transit Asset Management (TAM) Decision Support Tool Development

A Transit Asset Management (TAM) Decision Support Tool establishes analytical processes for prioritizing investments and estimating and forecasting capital investment needs. Metra will develop and implement a TAM Decision Support Tool ("Tool") to evaluate capital investments, prioritize projects for the capital program, optimize the use of limited funding, and set annual performance targets. In 2016, the FTA published a Final Rule for Transit Asset Management as mandated by Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 and Fixing America's Surface Transportation Act (FAST) in 2015. The FTA's TAM Final Rule requires Metra, as a Tier I provider, to complete a TAM Plan by October 2018.

In 2017, Metra initiated a consultant-supported three-phase program to develop and implement a TAM Plan. Metra is in the process of completing Phase 1, which includes mobilization of stakeholders, a baseline assessment, a gap analysis and best practice recommendation, an asset management policy and strategy, and a roadmap for recommended improvement projects. Currently in Phase 2, Metra is developing a preliminary draft TAM Plan and planning for Phase 3 activities including development of the TAM Decision Support Tool as a component of the TAM Plan.

Metra's existing capital programming process includes the following:

1. Estimation of anticipated funding levels,
2. Solicitation of capital budget requests from user departments,

3. Documentation of the “unconstrained budget,”
4. Collaboration with department managers to narrow and refine the list of projects,
5. Documentation of the balanced “constrained budget.”

The TAM Decision Support Tool will put Metra in an unprecedented position to make data-driven capital investment decisions based upon a prioritization framework which will encompass asset criticality, agency strategic objectives, condition and risk. As outlined in the steps above, Metra’s current capital investment process largely revolves around design and construction/procurement. Eventually, the support tool will broaden to include life-cycle cost analysis, allowing Metra to consider future probabilities and impacts in present dollars. The amount requested for FY 2019 is \$150,000.

Pace – Dynamic Pricing Strategies Planning Model for Call-n-Ride/ First and Last Mile Services

As per FHWA-USDOT, the factors affecting commuting are new technology-assisted “semimodes” of transportation and transportation service business models. These new models include technology-assisted payment, dynamic or variable pricing, scheduling, ride matching, and vehicle-sharing capabilities. Also, recent technological developments in Information and Communication Technologies (ICT) including Smart Phone based electronic fare payment systems integrated with GPS devices create a favorable condition for implementing a dynamic and variable fare structure for Pace’ Call n Rides and future first and last mile services. The current smart phone technology explicitly traces passenger route and enables accurate calculation of a distance-based fare and its variants including dynamic pricing strategies in response to real-time supply and demand and other factors.

With 70 percent of Pace Riders owning a smartphone, the influence of personal technology on transportation is clear and likely will increase in importance. Currently, Pace is planning to enhance its Call n Ride, Ridesharing program with Smart Phone based application including innovative pricing. The proposed dynamic pricing strategies planning model will aid Pace in planning and design of competitive pricing for its Call n Ride/First and Last Miles and its future expansion to accommodate changing needs and preference of its user and attract additional riders.

Additional abilities of the model could include calculating fares for input to mode choice, creating alternate fare scenarios as well as forecasting and work with the various transit assignment options. Also, Dynamic or Real Time Pricing allows Pace to sell on demand services and adjust prices on the fly in response to demand. Dynamic Changes are controlled by pricing bots, which are software agents that gather data and use algorithms to adjust pricing according to business rules. Pace received \$250,000 in FY 2018 UWP funding for its work on the 2040 Comprehensive Plan Update. This proposal is for \$250,000.

Pace – I-294 Transit Market Assessment

Analysis of transit markets for express bus service along I-294 corridor from 159th St Interchange to Balmoral Interchange. Analysis will support Illinois Tollway’s plans to rebuild the Central Tri-State which includes the addition of SmartRoad technology and Flex Lanes to better accommodate transit. Study area would encompass a 5-mile radius on either side of the corridor. The FY 2019 amount requested is \$375,000.

UWP - FY2018 Actual and FY2019 Proposed - February 8, 2018

Agency	Project Title	FY 2018 - Actual - Federal funds	FY 2018 - Actual - Total funds	FY 2019 - Proposed - Federal funds	FY 2019 - Proposed - Total Funds
Core					
CMAP	MPO Activities	\$ 13,420,156	\$ 16,775,195	\$ 13,999,705	\$ 17,499,631
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$ 660,000	\$ 825,000	\$ 750,838	\$ 938,548
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$ 1,384,270	\$ 1,938,539	\$ 1,628,373	\$ 2,035,466
CTA	Program Development	\$ 400,000	\$ 500,000	\$ 475,000	\$ 593,750
County	Cook County Transit Study			\$ 450,000	\$ 562,500
County	McHenry Country	\$ 160,000	\$ 200,000		
Metra	Program Development	\$ 320,000	\$ 400,000	\$ 360,000	\$ 450,000
Pace	Rideshare Services Program	\$ 60,000	\$ 75,000	\$ 120,000	\$ 150,000
Pace	TIP Development and Modeling	\$ 60,000	\$ 75,000	\$ 60,000	\$ 75,000
RTA	2018 Regional Transit Strategic Plan Support	\$ 80,000	\$ 100,000	\$ 160,000	\$ 200,000
Total Core		\$ 16,544,426	\$ 20,888,734	\$ 18,003,916	\$ 22,504,895
Competitive					
CMAP/suballocation to RTA	Local Planning Assistance - Community Planning Program	<i>\$ 278,400</i>	<i>\$ 348,000</i>	\$ 975,000	\$ 1,170,000
CDOT	Complex Intersections Framework Plan			\$ 400,000	\$ 500,000
CDOT	New Mobility Impacts Study and Synthesis			\$ 60,000	\$ 75,000
CDOT	Vision Zero South Side			\$ 160,000	\$ 200,000
<i>CDOT</i>	<i>CREATE Program Planning Support - Passenger & Commuter Rail</i>	<i>\$ 200,000</i>	<i>\$ 250,000</i>		
City of Chicago Heights	Sidewalk Neighborhood Improvement			\$ 1,000,000	\$ 1,250,000
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion			\$ 400,000	\$ 760,000
Metra	Origin-Destination Survey			\$ 371,573	\$ 464,466
Metra	Train Asset Mgmt. (TAM) Support Tool Development			\$ 130,000	\$ 150,000
Pace	Dynamic Pricing Strategies Planning Model			\$ 200,000	\$ 250,000
Pace	I-294 Transit Market Assessment			\$ 300,000	\$ 375,000
<i>Pace</i>	<i>Pace 2040 Comprehensive Plan Update</i>	<i>\$ 200,000</i>	<i>\$ 250,000</i>		
Total Competitive		\$ 678,400	\$ 848,000	\$ 3,996,573	\$ 5,194,466
Total programs		\$ 17,222,826	\$ 21,736,734	\$ 22,000,489	\$ 27,699,361
UWP Mark		\$ 17,222,826	\$ 21,686,734	\$ 17,947,242	\$ 22,434,053
Total Core		\$ 16,544,426	\$ 20,888,734	\$ 18,003,916	\$ 22,504,895
Total Competitive		\$ 678,400	\$ 848,000	\$ 3,996,573	\$ 5,194,466

Italics-grey: represents projects applied for, but did not receive funding in previous FY18 UWP.

Italics-blue: represents project applied for and funded in previous FY18 UWP.

Italics-red: represents projects applied for, approved, but received less funding than original proposed FY18 budget.

ACTION REQUESTED: Approval

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