

**FY 19 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form**
State Fiscal Year (July 1, 2018 – June 30, 2019)

| | |
|---|--|
| Project Title | Local Technical Assistance and Community Planning Programs |
| Sponsoring Agency | CMAP, with suballocation to RTA depending on projects |
| FHWA/FTA Amount Requested | \$975,000 |
| Local Match Amount | \$195,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$1,170,000 |

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| Description and Justification |
| <p>Brief Description</p> <p>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.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. Both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. CMAP and RTA may jointly host 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 will be due in late October or early November 2018. 2. Review and evaluate projects. CMAP and the RTA will review the applications received and divide them between the agencies based on their appropriateness (i.e. the RTA will receive applications with a heavy transit focus). The transit service boards, Counties, and Councils of Government/Councils of Mayors will be asked to participate in the review process. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following the approval of the selection (Step 3, below), CMAP will then subgrant funds to the RTA to cover the projects that they will administer. 3. Select new projects. For projects administered by CMAP, approval from both the Board and the MPO Policy Committee will be sought in the first quarter of 2019, with a |

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recommendation from the Transportation Committee and Programming Committee prior to approval. Projects administered by the RTA will be presented to the RTA Board in **September**.

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 GO TO 2040 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 RTA consider and make modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program.

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

Local Technical Assistance

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 technical assistance" priority. The focus of the CMAP Local Technical Assistance and RTA Community Planning Program is to provide assistance to local governments through direct, individualized technical assistance. Because of the central role that local governments have in the implementation of GO TO 2040 and ON TO 2050, this work has been identified by the UWP Committee as a high near-term priority.

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

Yes. This project directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. The coordination of CMAP and RTA grant programs is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space, but projects that focus on these topics supplement UWP funding with other sources.

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

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| Yes. CMAP and the RTA have submitted joint applications similar to this one 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 subgranted 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 CMAP will be matched by the Illinois Department of Transportation, local contribution provided by the local project sponsors, and other sources. |

| Products and Completion Schedule | | |
|---|----------------------|------------------------|
| Product | Product Type | Completion Date |
| Selection of approximately 15 new projects to receive grant funding | Outside distribution | First quarter of 2019 |
| Initiation of local projects | Plan / program | Ongoing |
| Completion of local projects | Plan / program | Ongoing |
| Process evaluation and preparation for FY20 applications | In-house | Summer 2019 |

| Expense Breakdown | |
|---|-------------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |
| Total Person Months | |
| Consultant Cost | \$1,170,000 |
| Other Costs | \$ |
| Total Project Cost | \$1,170,000 |

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Please specify the purpose of consultant costs and time line for expenditure

All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to be initiated in the second half of 2019 and will be completed in 2020-21.

Please specify the purpose of other costs

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|---|---|
| Project Title | Complex Intersections Framework Plan |
| Sponsoring Agency | Chicago Department of Transportation (CDOT) |
| FHWA/FTA Amount Requested | \$400,000 |
| Local Match Amount | \$100,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$500,000 |

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| Description and Justification |
| <p>Brief Description</p> <p>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.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Identify/classify the universe of complex intersections affecting arterial streets in Chicago that have significant existing and/or future pedestrian, transit, bicycle, car, and/or truck travel demand. 2. Describe the nature of the complexities at each intersection, modes affected, and potential benefits of modifying the intersection, reflecting guidance from CDOT’s Complete Streets Guidelines, Vision Zero Plan, and other related resources. Each description should |

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| <p>acknowledge the existing and potential future land uses within the area of the intersection, which is a key driver of existing/potential future travel demand and modal orientation.</p> <p>3. Develop near, medium, and/or long term conceptual approaches for modifications to each intersection that would achieve these benefits. Concepts should also demonstrate whether proposed street reconfigurations may create opportunities for effective re-use of remnant land parcels for context appropriate private redevelopment or public spaces.</p> <p>4. Determine next steps by identifying projects based on the conceptual approaches and developing potential methodologies for prioritizing those projects. The potential prioritization methods should acknowledge that priorities may and should change if project funding and/or land use opportunities arise specific to a particular site within the area of the intersection.</p> |
| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>Planning work associated with this study aligns with the <i>Regional Mobility</i> focus area of the GO TO 2040 Plan, as it helps reach the regional vision of a future multimodal transportation system that is “safe, accessible, easy to navigate, affordable, and coordinated with nearby land use.”</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>The study aligns with the following regional priorities described in the GO TO 2040 Plan: <i>Improving Decision-Making Models and Evaluation Criteria for Project Selection and Local Technical Assistance and the Formation of Collaborative Planning Efforts.</i></p> |
| <p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>The GO TO 2040 Plan states: “Providing more transportation choices to our residents is a vital component of livability. Many parts of our region are accessible only by car, but livable communities should allow walking, biking, and using public transportation.” It also says that, “Supportive land use and walkability are also critically important to support the expansion of public transit.” In developing approaches and projects at each complex intersection that is within the lens of complete streets/Vision Zero principles and reflects surrounding existing/future land uses, it is possible to achieve a vision of nodes within the City that accommodate safe, affordable, and varying transportation options.</p> |
| <p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>Planning work associated with this study will contribute to the implementation of two GO TO 2040 recommendations: 10. Invest Strategically in Transportation; and 11. Increase Commitment to Public Transit.</p> |
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes. The project will draw upon lessons learned from a variety of recently completed and planned improvements at complex intersections throughout Chicago, including but not limited</p> |

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to: Damen/Elston/Fullerton, 130th/Torrence/Brainard, Belmont/Western/Clybourn, Lincoln/Belmont/Ashland, 74th/Columbus/Western, Milwaukee/Cicero/Irving Park, Archer/Central/BRC, and Harlem/63rd-65th/BRC. The study will also involve suburban municipalities/agencies in order to draw lessons from relevant completed or planned improvements at complex intersections in suburban communities.

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

Along with CDOT, the results from the Framework Plan will inform future decision-making for IDOT, Cook County DOTH, CTA, Pace, Metra, the Chicago Department of Planning and Development, and suburban communities. The overall framework approach has regional value because many of the affected intersections serve a large proportion of suburban as well as city residents. The study would also involve suburbs directly in discussions of city-edge intersections and share the resulting framework approach to help guide potential future suburb-led initiatives. CDOT could also use CMAP and/or the UWP Committee as a conduit for gathering interest and involving suburban municipalities/agencies in these discussions or working group meetings.

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

City of Chicago

| Products and Completion Schedule | | |
|---|----------------------|------------------------|
| Product | Product Type | Completion Date |
| Technical Memo – Identification of Complex Intersections | Outside distribution | 2019 |
| 2-4 page briefing of each intersection (analysis, conclusions, conceptual approaches) | Outside distribution | 2020 |
| Technical Memo – Draft Prioritization Approach of Projects (based on conceptual approaches) | Outside distribution | 2020-2021 |
| Complex Intersection Framework Plan | Outside distribution | 2021 |

| Expense Breakdown | |
|--|----|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |

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| Total Person Months | |
| Consultant Cost | \$500,000 |
| Other Costs | \$ |
| Total Project Cost | \$500,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| The consultant will be responsible for performing the activities described in the tasks set out above, with CDOT staff supervision and occasional working group meetings involving outside jurisdictions/agencies. | |
| Please specify the purpose of other costs | |
| N/A | |

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|---|---|
| Project Title | New Mobility Impacts Study and Synthesis |
| Sponsoring Agency | Chicago Department of Transportation (CDOT) |
| FHWA/FTA Amount Requested | \$60,000 |
| Local Match Amount | \$15,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$75,000 |

| Description and Justification |
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| <p>Brief Description</p> <p>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 <i>existing</i> 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.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1) Assemble and standardize the various existing data sets the City has, as well as partner agencies, for instance Chicago Taxi, Transportation Network Providers, transit ridership, traffic counts; city revenues, parking utilization, tickets, etc., to name a few. It is anticipated that numerous existing datasets can be used for this task and the scope will not require a large new data collection effort 2) Perform a study that attempts to neutrally document the changes in mobility use, mode choice, congestion, improvements in accessibility, ride trends, parking, revenues, employment in the mobility industry, etc. over last 3, 5 to 10 years; 3) Recommend future data collection/sharing needs, standards and policies; 4) Develop hi-level policy suggestions and areas of further study or need related to mobility, congestion, data collection, and city revenues. |

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| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>Planning work associated with this study aligns with the <i>Regional Mobility</i> focus area of the GO TO 2040 Plan, as it helps reach the regional vision of a future multimodal transportation system that is “safe, accessible, easy to navigate, affordable, and coordinated with nearby land use.”</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>The study aligns with the following regional priority described in the GO TO 2040 Plan: <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts</i>.</p> |
| <p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>The GO TO 2040 Plan states: “Livable communities provide safe, reliable, and economical transportation choices ... Livable communities make the region more economically competitive by improving access to jobs, schools, markets, health care, and recreation within communities, or by improving transportation access to these assets across communities.” This project will provide the City the opportunity to understand how recent regulations in mobility affect its long term thinking about these services in the context of improving transportation choices.</p> |
| <p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>Planning work associated with this study will contribute to the implementation of two GO TO 2040 recommendations: 10. Invest Strategically in Transportation; and 11. Increase Commitment to Public Transit.</p> |
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes. This project will build on CMAP’s Emerging Transportation Technologies Study.</p> |
| <p>Who will benefit from the interim or final products of this project?</p> <p>The primary beneficiaries of the project will be the existing and prospective users of the City’s transportation system.</p> <p>Along with CDOT staff, the results from the project will inform future decision-making for other City departments that handle regulatory aspects of mobility services, as well as public transit agencies operating in Chicago.</p> |
| <p>What is the source of funds for the local match portion of this project?</p> <p>City of Chicago</p> |

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| Products and Completion Schedule | | |
|---|----------------------|------------------------|
| Product | Product Type | Completion Date |
| Technical Memo – Review of Existing Data Sets and areas to synthesize | In-house | 2018 |
| Technical Memo – Impacts and trend analysis | In-house | 2018 |
| Technical Memo – Future data collection and sharing method | In-house | 2018-2019 |
| Draft and Final Report | Outside distribution | 2019 |

| Expense Breakdown | |
|---|----------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |
| Total Person Months | 9 |
| Consultant Cost | \$75,000 |
| Other Costs | \$ |
| Total Project Cost | \$75,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| The consultant will be responsible for performing the activities described in the tasks set out above, with CDOT staff supervision and occasional working group meetings. | |
| Please specify the purpose of other costs | |
| N/A | |

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|---|---|
| Project Title | Vision Zero South Side |
| Sponsoring Agency | Chicago Department of Transportation (CDOT) |
| FHWA/FTA Amount Requested | \$160,000 |
| Local Match Amount | \$40,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$200,000 |

Description and Justification

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.

Through data analysis for the plan, City staff identified communities with above average rates of severe crashes (crashes causing death or serious, incapacitating injury). While these High Crash Areas comprise just 20% of Chicago’s geographic area and 25% of Chicago’s population, a disproportionate 36% of severe injury crashes occur within their boundaries. More aggressive severe crash reduction goals are set for these High Crash Areas, where City investment will hold a greater impact.

Equity is a major component of Vision Zero Chicago. The Economic Hardship Index is an index score developed by the Chicago Department of Public Health that compares six data points to determine the level of economic hardship community members face compared with other Chicagoans. These include crowded housing, poverty rates, unemployment, education, dependency, and per-capita income. Chicagoans living in areas of high economic hardship have a traffic crash fatality rate (deaths per 100,000 residents) twice as high as those living in areas of low economic hardship, and seven of the eight High Crash Areas are also areas of high economic hardship.

Traditional models and proven countermeasures for traffic enforcement and public communication typically do focus on using data, but the role of community input and accountability are largely unaddressed. An innovative, public-facing process would improve several of these countermeasures, including public information support, high visibility enforcement, unstaffed speed displays, and laser speed measuring equipment.

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Vision Zero Chicago provides the opportunity to work with multiple City departments and the public to construct a model for successful, equitable community engagement that builds upon these countermeasures.

This outreach process will engage community leaders, Aldermen, faith leaders, business owners, schools, parks, District police, and residents in community-driven outreach and engagement. Community meetings, brainstorming sessions, safety-themed events, and other opportunities will educate and empower residents to improve the safety of their neighborhood. Frequent community feedback opportunities will allow residents to ask questions, share ideas, and direct programming.

By engaging the community to drive strategies for reducing barriers to safe mobility, this process supports:

- A stronger, safer, more active South Side
- More robust partnerships between community organizations and City agencies
- An engaged community that is committed to its safety, mobility, and livability
- Increased understanding, collaboration, and trust between the community and City agencies
- Improved health equity and reduced barriers to mobility
- Reduced serious injury and fatal crashes

Brief Description

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

Major Tasks (up to 20)

7. Conduct preliminary data analysis using existing resources, such as but not limited to crash data, speed data, traffic volume counts, and automated enforcement data.
8. Work with an established community organization in the area to engage with community stakeholders and better understand their priorities for traffic safety and mobility.
9. Develop and release a Vision Zero action agenda for the South Side through an iterative process that involves community stakeholders, the City, and the public.

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| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>Planning work associated with this study aligns with the <i>Regional Mobility</i> focus area of the GO TO 2040 Plan, as it helps reach the regional vision of a future multimodal transportation system that is “safe, accessible, easy to navigate, affordable, and coordinated with nearby land use.”</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>The study aligns with the following regional priority described in the GO TO 2040 Plan: <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts</i>.</p> |
| <p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>The GO TO 2040 Plan states: “Providing more transportation choices to our residents is a vital component of livability. Many parts of our region are accessible only by car, but livable communities should allow walking, biking, and using public transportation.” It also says that, “Livable communities provide safe, reliable, and economical transportation choices ... Livable communities make the region more economically competitive by improving access to jobs, schools, markets, health care, and recreation within communities, or by improving transportation access to these assets across communities.” Through engagement with high crash community areas in the Chicago South Side on potential solutions to making intersections and corridors safer, it is possible to achieve a vision of safe, affordable, and varying transportation options.</p> |
| <p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>Planning work associated with this study will contribute to the implementation of two GO TO 2040 recommendations: 10. Invest Strategically in Transportation; and 11. Increase Commitment to Public Transit.</p> |
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes. It will advance the City’s Complete Streets Guidelines and Vision Zero Action Plan. This project will also take lessons from the Vision Zero West Side community outreach process.</p> |
| <p>Who will benefit from the interim or final products of this project?</p> <p>The primary beneficiaries of the project will be the existing and prospective users of the City’s transportation system. Also, along with CDOT staff, the community engagement plan/process and the action agenda will inform future decision-making other City departments and sister agencies, as well as community organizations that serve the high crash community areas in the Chicago South Side.</p> |
| <p>What is the source of funds for the local match portion of this project?</p> <p>City of Chicago</p> |

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|---|--------------------------------|------------------------|
| Product | Product Type | Completion Date |
| Technical Memo – Analysis of High Crash Community Areas in the Chicago South Side | Outside distribution | 2018 |
| Vision Zero South Side Community Engagement Plan | Outside distribution | 2018 |
| Community engagement process | Meetings and meeting materials | 2018-2019 |
| Vision Zero South Side Action Agenda | Outside distribution | 2019 |

| Expense Breakdown | |
|--|-----------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |
| Total Person Months | |
| Consultant Cost | \$200,000 |
| Other Costs | \$ |
| Total Project Cost | \$200,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| The consultant will be responsible for performing the activities described in the tasks set out above, with CDOT staff supervision and occasional working group meetings involving outside jurisdictions/agencies. | |
| Please specify the purpose of other costs | |
| N/A | |

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| Project Title | City of Chicago Heights Sidewalk Network Improvement |
| Sponsoring Agency | City of Chicago Heights |
| FHWA/FTA Amount Requested | \$1,000,000 |
| Local Match Amount | \$250,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$1,250,000 |

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| Description and Justification |
| <p>Brief Description 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.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Engineering team to survey and evaluate sidewalk condition and deficiencies. 2. Add data to the City’s GIS database, so that problem areas can be prioritized and sidewalk condition can be tracked in the future. 3. Prepare a report and construction bid documents, including plans, specifications, and an engineer’s estimate. 4. Bid the project and select a contractor. 5. Construct high-priority sidewalk connections, ADA-compliant pedestrian crossings, and repairs to damaged sidewalk and lifted sections that cause tripping hazards. 6. Add repairs/upgrades to GIS for future reference and planning efforts. |
| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>City of Chicago Heights within the South Subregion.</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>“Improving Decision-Making Models and Evaluation Criteria for Project Selection”. By performing a complete and comprehensive evaluation of the City’s sidewalk network and adding the data collected to the City’s GIS database, the City can identify all issues affecting connectivity, accessibility, and walkability within the network, prioritize the repairs and upgrades, and track improvements for future project planning.</p> |

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| <p>Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>Yes, we believe that this project go a long way towards achieving the City’s and the region’s goals of encouraging more modern development, alternate modes of transportation, the health and environmental benefits of a more walkable community, and more equitable access to services within the City.</p> |
| <p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>“Achieve Greater Livability through Land Use and Housing”. By improving the City’s infrastructure, we are encouraging development that accommodates the housing and service needs of a variety of socioeconomic groups and lifestyles, provides walkable connections between residents and local commerce, and favors alternative transportation modes such as walking and biking.</p> |
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>No</p> |
| <p>Who will benefit from the interim or final products of this project?</p> <p>All Chicago Heights residents who wish to use the City’s sidewalk network for recreation and fitness, as well as access to jobs, healthcare, schools, places of worship, retail stores and restaurants, or City amenities, such as the library, City Hall, parks, etc. will benefit from this project. Also, improving the City’s infrastructure is a key foundational step in encouraging redevelopment. Of late, the City’s staff has been making great efforts to acquire vacant properties, demolish abandoned buildings, and update the City’s Zoning Ordinance with mixed uses and more modern development concepts. The City of Chicago Heights is committed to building the most well-connected, accessible, and livable community possible and we believe this project will be a significant step towards that goal.</p> |
| <p>What is the source of funds for the local match portion of this project?</p> <p>The City’s capital funds.</p> |

| Products and Completion Schedule | | |
|---|---------------------|------------------------|
| Product | Product Type | Completion Date |
| Sidewalk Network Evaluation and Recommendations | Plan/Program | Fall 2018 |
| Bid/Construction Documents | Plan/Program | Winter 2018 |

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| Products and Completion Schedule | | |
|---|---------------------|------------------------|
| Product | Product Type | Completion Date |
| Construction of priority repairs/ADA upgrades | Plan/Program | Summer 2019 |

| Expense Breakdown | |
|--|--------------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$0.00 |
| Total Person Months | N/A |
| Consultant Cost | \$75,000 |
| Other Costs | \$ 1,175,000 |
| Total Project Cost | \$1,250,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| <p>Upon award of the grant and authorization to incur costs in the summer of 2018, the City will select a consultant who would then begin with performing the sidewalk evaluation, coordinating the input of data into the City’s GIS database (which is managed through SSMMA’s GIS Consortium), and preparing bid documents. It is anticipated that these tasks can be completed by the end of 2018 and the project can go out to bid with construction beginning in the spring of 2019. Once a contractor has been awarded the bid, the consultant will also be tasked with monitoring construction activities through completion of the project.</p> | |
| Please specify the purpose of other costs | |
| <p>The other costs will include the cost of constructing the priority sidewalk improvements and ADA upgrades.</p> | |

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| | |
|---|---|
| Project Title | Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program |
| Sponsoring Agency | Chicago Transit Authority (CTA) |
| FHWA/FTA Amount Requested | \$400,000 |
| Local Match Amount | \$900,000 (includes \$360,000 local funds and \$540,000 other federal funds) |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$1,300,000 |

| |
|---|
| Description and Justification |
| <p>Brief Description</p> <p>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.</p> <p>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.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Consultant contract proposal, negotiation and approval. 2. Project management for a study that would consider costs, benefits, funding strategies and preliminary planning to group RPM corridor elements into project phases. 3. Review of all previous analysis and outreach conducted as part of the RPM corridor vision development and the identification of RPM Phase One. |

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4. Creation of RPM future phase alternatives by section within the RPM corridor. For each potential RPM phase, alternatives will be developed to allow a tangible review and prioritization of package options.
5. Analysis of cumulative capacity, speed, accessibility, and other benefits (agency cost savings, operating improvements, reliability improvements, etc.) of potential RPM future phases, in order to recommend preferred alternatives. Will incorporate work done under the systemwide capacity analysis.
6. Stakeholder and/or public outreach to inform the scope of the next phases of RPM.
7. Development of financial planning concepts that include multiple funding strategies, including various Federal FTA/FHWA sources, state and local sources, as well as all value capture opportunities.
8. Development of RPM Phase Two materials necessary to request entry into the Project Development phase of the FTA's Capital Investment Grant Program as a Core Capacity project.

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

The regional focus area is the Planning Work Toward GO TO 2040 Implementation.

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

This project furthers several regional priorities. GO TO 2040 identified the Red and Purple Modernization Program as a fiscally constrained capital project for the region. The proposed tasks would advance this high priority project by developing the next phases of the RPM Program. This project aligns with the approved priorities for FY2019, specifically *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, including Supportive Land Use*, as it will advance a recommended transit project through a discretionary funding program. In addition, the project will plan for capacity enhancements in a rapidly expanding corridor and support *Modernization of the Public Transit System* with improvements, including station ADA accessibility, to rapid transit lines that are significantly past their useful life. It reflects a *Collaborative Planning Effort* across multiple jurisdictions, including the CTA and the cities of Evanston and Chicago. Finally, the evaluation of funding strategies for RPM will address *Financial Planning Including Innovative Financing Strategies*.

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 evaluate RPM alternatives by phase for their respective transportation and community benefits as well as environmental, social, and economic impacts of the construction activities and operation of potential phase components. The study area encompasses significant residential and commercial developments on the North Side of Chicago and the near northern suburbs. The project will continue to support infill development and economic redevelopment in an urban area with good access to transit. It will also facilitate intensifying land uses along the North Red and Purple lines. Currently, the CTA Red Line provides approximately 236,000 transit trips per average weekday (Howard - 95th Street) connecting residents to employment

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| <p>and education centers in the region. The project supports increasing transit ridership goals both in terms of enabling expanded capacity and increasing service quality through time savings and the improved customer comfort from a smoother ride.</p> |
| <p>Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> |
| <p>CTA North Red and Purple Line Improvements</p> |
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, CTA has conducted public outreach for the RPM Program since 2009, including the North Red and Purple Lines Vision Study, early environmental scoping, a series of open houses on full corridor alternatives, a robust outreach program for NEPA analysis and Project Development deliverables for RPM Phase One. This proposed UWP project is a continuation of previous work on the RPM program, including UWP-funded planning efforts in 2012 and 2013. This project will benefit from the previous work on RPM Phase One, which will inform this analysis of the next phases of RPM. The work efforts described in this application are scalable based upon the funding received.</p> |
| <p>Who will benefit from the interim or final products of this project?</p> <p>This project will facilitate improvements to a key transit corridor that will enhance travel options and bring congestion relief and economic benefits to the city and region. The Red and Purple lines provide access to Chicago’s Central Business District, the North Side of Chicago, and near northern suburbs. These lines support connections throughout the entire CTA system, linking transit with neighborhoods, commercial corridors, employment centers, schools/universities, and countless other destinations in the corridor and beyond. Current and future CTA Red and Purple line customers—including residents, workers, and visitors—will benefit from the additional services made possible through the capacity expansion that is anticipated through the next phases of RPM and the improved accessibility and comfort afforded by station improvements included as part of RPM.</p> |
| <p>What is the source of funds for the local match portion of this project?</p> <p>City of Evanston TIF funds and prior federal grant funds</p> |

| Products and Completion Schedule | | |
|---|-------------------------------|------------------------|
| Product | Product Type | Completion Date |
| Task 1: Contract proposal, negotiation and approval | In-House | Oct 2018-Feb 2019 |
| Task 2: Project management | In-House | Feb 2019-May 2020 |
| Task 3: Review of previous materials | In-House/Outside Distribution | Feb-Apr 2019 |

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|---|----------------------|---------------|
| Task 4: Initial program analysis and phasing alternatives | Outside Distribution | May-Aug 2019 |
| Task 5: Recommendation of preferred phasing packages | Outside Distribution | Sept-Dec 2019 |
| Task 6: Stakeholder/public outreach | Outside Distribution | Jan-Feb 2020 |
| Task 7: Financial planning for proposed project phasing | Outside Distribution | Mar-May 2020 |
| Task 8: RPM Phase Two Project Development materials | Outside Distribution | Mar-May 2020 |

| | |
|---|-------------|
| Expense Breakdown | |
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$140,000 |
| Total Person Months | 18 |
| Consultant Cost | \$1,160,000 |
| Other Costs | n/a |
| Total Project Cost | \$1,300,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| Consultant expertise is required to support this planning effort; expenditures are anticipated to occur throughout the full duration of this study. | |
| Please specify the purpose of other costs | |
| n/a | |

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| | |
|---|--|
| Project Title | Origin-Destination Survey – Spring 2019 |
| Sponsoring Agency | Metra |
| FHWA/FTA Amount Requested | \$371,573.22 |
| Local Match Amount | \$ 92,893.30 [Excludes Metra staff mgmt. & data analysis time] |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$464,466.52 [Excludes Metra staff mgmt. & data analysis time] |

| |
|---|
| Description and Justification |
| <p>Brief Description</p> <p>Update the existing (2016, 2014, 2006, 2002) data on:</p> <ul style="list-style-type: none"> - 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), <p>concurrently with Metra’s “Station/Train Boarding and Alighting Count” data-collection project.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Update survey questionnaire. 2. Distribute survey to all Metra riders on all weekday trains between start-of service and noon. 3. Tabulate survey data. 4. Geocode origin and destination addresses. 5. Document methodology. |
| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>Congestion Relief (Multi-Modal (Management, Research, Planning)).</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <ul style="list-style-type: none"> • <i>Modernization of the Public Transit System.</i> • <i>Improving Decision-Making Models and Evaluation Criteria for Project Selection.</i> • <i>Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.</i> • <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts.</i> |

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Mode-of-station-access, mode-of-station-egress, origin, and destination data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects for the RTP, and for existing and new "infill" stations for the TIP. FTA's New Starts program requires this survey (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.

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

Project's data will support CMAP's, RTA's and others' transit-oriented design studies, and support decisions for expanding transit as efficiently as possible to induce auto users to shift modes and to better connect underserved populations to jobs.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

The 2040 Plan has three recommendations for improving regional mobility; all three will be supported by this project. Understanding where Metra passengers are traveling, why they are traveling, and how they are accessing the stations is absolutely necessary in order to make **strategic investments** in regional rail thereby **increasing the region's commitment to public transit**. Additional, as many Metra lines share freight corridors, understanding changing service needs and usage along these lines can help make better decisions to **create a more efficient freight network**.

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

Very similar surveys were done very successfully in 2002, 2006, 2014 and 2016, so this survey will use the same tried-and-true methodology. More limited surveys were done several times in the 1990s. The origin-destination survey is to be coordinated (for data weighting) with a separate system-wide count of passengsuer boardings and alightings for every weekday train and every station.

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

Directly: the region's transit agencies and DOTs, CMAP, municipalities that host, or are adjacent to, Metra stations, and Amtrak (as owner of Chicago Union Station, and co-user of 5 other suburban stations). Indirectly: the region's transit and highway users, FTA.

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

Metra operating.

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|---|---------------------------------|------------------------|
| Product | Product Type | Completion Date |
| Tabulations | In-house | September 2019 |
| Tables to CMAP for model validations, etc. | Plan/Program | September 2019 |
| Modes-of-Access feed to Metra's public website and to RTA's RTAMS website | In-house & Outside distribution | October 2019 |

| Expense Breakdown | |
|--|--------------|
| Staff (including overhead) cost | |
| Total Person Months | |
| Consultant Cost | \$464,466.52 |
| Other Costs | |
| Total Project Cost | \$464,466.52 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| <p>Assist with questionnaire revision. Print questionnaires. Deploy survey teams on Metra trains to uniformly distribute questionnaires. Collect/receive questionnaires. Record data from questionnaires. Do initial tabulation of results.</p> <p>Metra already has the vendor under contract. This vendor is nearing completed of Metra's Fall 2016 count and Fall 2016 O/D Survey, will execute Metra's Fall 2018 count from mid 2018 through early 2019, and is ready to execute a Spring 2019 O/D Survey.</p> | |
| Please specify the purpose of other costs | |

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| | |
|---|--|
| Project Title | Transit Asset Management (TAM) Decision Support Tool Development |
| Sponsoring Agency | Metra |
| FHWA/FTA Amount Requested | \$130,000.00 |
| Local Match Amount | \$20,000.00 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$150,000.00 |

| |
|---|
| Description and Justification |
| <p>Brief Description</p> <p>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.</p> <p>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.</p> <p>Metra’s existing capital programming process includes the following:</p> <ol style="list-style-type: none"> 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.” <p>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</p> |

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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.

Major Tasks (up to 20)

The following tasks will engage agency stakeholders, establish the basis for the TAM Decision Support Tool, create a customized spreadsheet-based model, evaluate the effectiveness of the model, and finalize the TAM Decision Support Tool:

10. Achieve consensus on the TAM Decision Support Tool development strategy
11. Determine key drivers for investment planning
12. Review existing processes, procedures, and tools
13. Establish a capital project evaluation process and determine metrics
14. Agree on prioritization criteria and methodology
15. Develop spreadsheet based model based on the prioritization criteria
16. Test five (5) projects of mixed type
17. Revise and finalize the TAM Decision Support Tool.

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

Metra service is fundamental to **Regional Mobility** and supports achieving other regional goals as described in a subsequent section. Metra will implement the TAM Decision Support Tool to maintain and increase access to reliable, efficient, and safe commuter rail service. Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in Northeastern Illinois. The agency provides service to and from downtown Chicago with 241 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates more than 700 weekday trains, providing about 300,000 passenger trips each weekday.

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

The TAM Decision Support Tool is related to the following regional priority principles:

- ***Financial Planning Including Innovative Financing Strategies***
Metra’s TAM Decision Support Tool will strengthen financial oversight by establishing transparent metrics and prioritization procedures. Metra’s consultant team is also supporting CTA and Pace Transit Asset Management Plan activities which provides an opportunity to align the tool across the service boards and provide the Regional Transportation Authority (RTA), our financial oversight agency, with crucial regional asset data.

Metra will use the Tool to improve capital project evaluation and capital programming, prioritize investments to control costs, and reduce operating revenue spent on capital investments. The TAM Decision Support Tool will provide procedures and systems to manage high-quality asset inventory data, evaluate the full range of asset classes, and

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prioritize needs for rolling stock, facilities, track and structural infrastructure, wayside and signaling components, and station-area improvements. Being able to compare these competing and varying needs will allow Metra to make smart prioritizations of limited capital dollars, and offer a view on our financial needs long term.

- ***Improving Decision-Making Models and Evaluation Criteria for Project Selection***
Metra’s TAM Decision Support Tool is an essential component of a regional transportation investment decision-making model. Metra’s TAM Decision Support Tool will incorporate multiple metrics into a spreadsheet model to enable prioritization across all asset classes. The metrics will be identified as part of tool development, and will likely reflect asset performance in areas such as, safety, environment, state of good repair, and cost/benefit. The Tool development process will build consensus within the agency and alignment with CTA and Pace TAM Decision Support Tools will contribute to a robust regional asset management program. Metra’s Tool will prioritize investments given constrained funding and improve decision-making processes for regional transportation projects.

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

Access to transportation is crucial to meet regional land use, housing, environmental, economic development, and human service goals. Metra will implement the TAM Decision Support Tool to meet its strategic goal of providing safe, efficient, and reliable transportation service throughout the region. The Tool will enable Metra to optimize capital investments, control costs, and promote access to service by constraining fare increases.

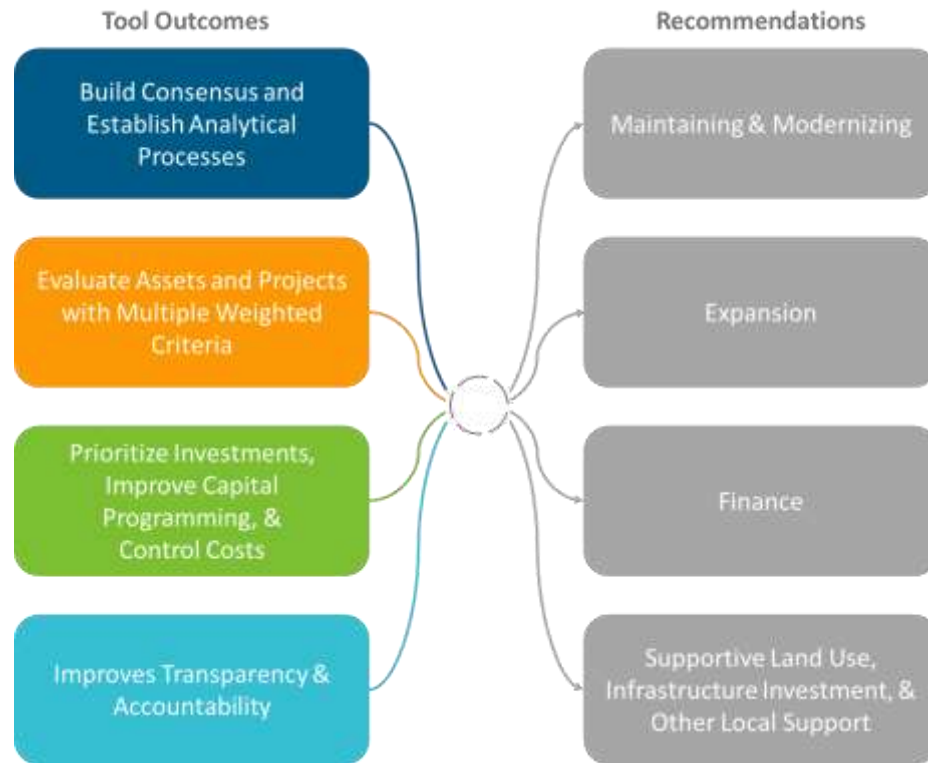
Metra service achieves regional goals by supporting land use and housing density; reducing energy consumption and greenhouse gas emissions; and connecting people to education, work development, and human services.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

Metra’s TAM Decision Support Tool will support implementation of all four GO TO 2040 Regional Mobility Recommendations in numerous ways. Figure 1 highlights four interrelated TAM outcomes that will advance the Regional Mobility Recommendations by improving the condition and capacity of transit infrastructure, controlling costs through investment prioritization, building strong and transparent relationships with community partners, and more.

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Figure 1: TAM DECISION SUPPORT TOOL AND GO TO 2040



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

In 2017, Metra established a partnership with WSP to develop a Transit Asset Management Plan and meet FTA requirements under MAP-21 and FAST. The TAM Decision Support Tool is a Phase 2 activity in a three-phase program.

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

Metra customers and non-customers alike throughout the six-county region will benefit from implementation of the TAM Decision Support Tool that will strategically prioritize capital investments impacting Metra’s service frequency and reliability. Metra is actively monitoring its state of good repair needs and currently experiencing a backlog of projects. The lack of funding has already resulted in service cuts and fare increases. To minimize the impact of these funding circumstances on Metra service as a viable transportation choice, the Tool will optimize Metra’s investment of limited funding into its assets. Collaboration and alignment of the tool with CTA and Pace will strengthen regional asset management and public transportation options as a whole.

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

Metra funds

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| Products and Completion Schedule | | |
|---|---------------------|------------------------|
| Product | Product Type | Completion Date |
| TAM Decision Support Tool | In-house | December 2018 |

| Expense Breakdown | |
|--|-------------------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$0 |
| Total Person Months | Six months |
| Consultant Cost | \$150,000 |
| Other Costs | \$0 |
| Total Project Cost | \$150,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| In order to maximize funding available for this effort, Metra intends to utilize consultants who have implemented asset management projects, including decision support tools for other transit agencies. Consultants will work with Metra personnel to guarantee expectations are met and will provide critical knowledge from previous endeavors to ensure successful execution. | |
| Please specify the purpose of other costs | |
| n/a | |

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| | |
|---|--|
| Project Title | Dynamic Pricing Strategies Planning Model for Call n Ride/ First and Last Mile Services |
| Sponsoring Agency | Pace |
| FHWA/FTA Amount Requested | 200,000 |
| Local Match Amount | 50,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | 250,000 |

| |
|---|
| Description and Justification |
| <p>Brief Description: 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.</p> <p>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.</p> <p>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</p> |

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Major Tasks (up to 20)

1. Review of Existing Dynamic Pricing Models for Transit and other transportation service business models.
2. Identify appropriate planning models suitable for Pace Services
3. Study Pace Fare policy and other regulations in regard to dynamic pricing.
4. Identify integration strategies for integrating Fixed Route Flat plus Dynamic Pricing Strategies for First and Lastmile and Call n Ride program.
5. Define Business Rules for calculating dynamic or real-time pricing factor are based on:
 - a. customer's location, the time of day, the day of the week, occupancy, subsidies applied, the level of demand and competitors' pricing and other factors.
6. Identify data sources and methodologies
7. Identify and develop integration of existing and Emerging Technologies to accomplish dynamic pricing.
8. Identify and simulate the use of Algorithms for dynamic pricing according to developed business rules.
9. Tailor the dynamic pricing strategies to support Innovative service delivery service in south suburbs as Pilot and develop scalable dynamic pricing strategies to benefit six county region.
10. Final Report

Competitive Justification: (Please identify the regional focus area associated with this project)

The regional focus area associated with this project are South Suburbs including Pace, Metra, Harvey Transportation Center and associated Pace Bus Routes. As Pace adopts ICT technologies to enhance Call and Ride /First and Last mile services in south suburbs, there is the expectation of increase in volume of calls and distance as First and Last mile services may have significant distance areas. A cost and pricing strategies model is needed to help Pace financial planning and design Call and Ride/ First and Last Mile Ridesharing to South Suburban Region and plan the services accordingly.

Competitive Justification: Pace

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

- Modernization of Public Transit Systems
- Discover Innovative Finance Mechanisms

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

Improvement of first/last mile service and call and ride service are consistent with environmental, economic and human service goals.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

Discover Innovative Finance Mechanisms, Modernization of Public Transit Systems.

**FY 19 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form**
State Fiscal Year (July 1, 2018 – June 30, 2019)

| |
|---|
| <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Pace Cost Model, Pace Rideshare Program modernization, Pace Strategic Plan Pace Call N Ride Modernization, Pace Vision 2020 plan Pace Integrated Dynamic Platform Development Pace Intelligent Transportation Systems and Innovation Plan RTA Strategic Plan Cook County Long Range Transportation Plan IL Tollway- I-90 Park N Ride Program Pace ART Corridors Program</p> |
| <p>Who will benefit from the interim or final products of this project?</p> <p>Pace, Residents in south suburbs as pilot and six county region of Pace services</p> |
| <p>What is the source of funds for the local match portion of this project?</p> <p>Pace Funds</p> |

| Products and Completion Schedule | | |
|---|--------------------------------|------------------------|
| Product | Product Type | Completion Date |
| Study of Dynamic Pricing Models | Report | 08/2018 |
| Develop Business Rules and Pricing Strategies | Report | 11/2018 |
| Identify Integration of technologies and data sources | Report | 12/2018 |
| Simulation of Algorithms and technology planning | Simulation Software and Report | 03/2019 |
| Dynamic Pricing strategies for service delivery | Report | 07/2019 |

| | |
|--|----|
| Expense Breakdown | |
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |

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| | |
|---|-----------|
| Total Person Months | |
| Consultant Cost | \$250,000 |
| Other Costs | \$ |
| Total Project Cost | \$250,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| Pace does not have resources to complete the project internally | |
| Please specify the purpose of other costs | |
| NA | |

**FY 19 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form**
State Fiscal Year (July 1, 2018 – June 30, 2019)

| | |
|---|---------------------------------|
| Project Title | I-294 Transit Market Assessment |
| Sponsoring Agency | Pace Suburban Bus |
| FHWA/FTA Amount Requested | \$300,000 |
| Local Match Amount | \$75,000 |
| Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost) | \$375,000 |

| |
|--|
| Description and Justification |
| <p>Brief Description:</p> <p>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.</p> |
| <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop an existing conditions report 2. Review of past studies 3. Conduct market analysis of the area, provide origin/destination data and demographic information, including demand estimates for park-n-ride stations and support facilities. 4. Conduct site location analysis for intermodal facilities such as park-n-rides, in-line stations, transit centers, transfer facilities and development opportunities. 5. Review of traffic conditions, travel times, ADT, etc to develop transit solutions and service proposals. 6. Recommendation of support facilities and service design 7. Financial plan 8. Final report |
| <p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>I-294 Corridor includes south, western and northern suburban travel markets as well as high density job clusters along the corridor such as O’Hare Airport.</p> |
| <p>Competitive Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <ul style="list-style-type: none"> - Modernization of Public Transit System - Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use. |

**FY 19 Unified Work Program (UWP)
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Competitive Justification (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)

This planning initiative will take advantage of the Tollway’s planned investment in a Flex Lane on the Central Tri State that can be utilized by transit, a model that is being used on the I-90 corridor. This project will help Pace to identify transit markets along I-294 to inform where future routes and investments in transit infrastructure should be made. These investments have the potential to encourage transit oriented economic development and housing, while encouraging commuters to take mass transit and reduce congestion. The proposed project limits also tie into planned Pulse services on 95th Street and Halsted via the Harvey Transportation Center located approximately 2.5 miles from the 159th St Interchange.

Congestion reduction and protecting the long-term capacity of I-294 is paramount to the region’s economy. According to the Illinois Tollway, the Central Tri-State is the busiest in their system, carrying the heaviest volumes of passenger and freight traffic. Connecting two international airports and railroad hubs, 20% of the daily traffic volume on I-294 is attributed to trucking freight. Given the roadways heavy utilization, it has twice the amount of congestion compared to others in the system. The Tollway estimates that this congestion costs drivers \$330 million annually in time and fuel.

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

Modernization of the public transit system, planning work toward the implementation of GOTO 2040 major capital projects, including supportive land use.

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

This project builds upon multiple regional planning efforts, including:

- Illinois Tollway Rebuilding and Widening Initiative of the Central Tri-State from 95th Street to Balmoral.
- Illinois Tollway I-294 Corridor Planning Council
- Regional Transportation Authority (RTA) I-294 Travel Market Analysis
- RTA Strategic Plan
- Pace’s Vision 2020 Plan
- Cook County Long Range Transportation Plan
- Corridor identified in the Rapid Transit Plan submitted as a regionally significant project for the ON TO 2050 plan.
- CMAP Expressway Vision Plan

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

Regional commuters along the I-294 corridor due to improved service and transit infrastructure. The region will also benefit from reduced emissions through diversion of auto traffic onto transit reducing travel times for commuters and freight.

**FY 19 Unified Work Program (UWP)
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State Fiscal Year (July 1, 2018 – June 30, 2019)**

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|--|
| <p>What is the source of funds for the local match portion of this project?</p> <p>Pace operating funds.</p> |
|--|

| Products and Completion Schedule | | |
|--|----------------------|------------------------|
| Product | Product Type | Completion Date |
| Investigation of Existing Conditions | Outside Distribution | 12/18 |
| Market Analysis | Outside Distribution | 3/19 |
| Service & Facilities Alternatives Analysis | Outside Distribution | 5/19 |
| Financial Plan | Outside Distribution | 6/19 |
| Final Report | Outside Distribution | 6/19 |

| Expense Breakdown | |
|--|-----------|
| Staff (including overhead) cost Note: Details of Overhead cost must be provided | \$ |
| Total Person Months | 0 |
| Consultant Cost | \$375,000 |
| Other Costs | \$ |
| Total Project Cost | \$375,000 |
| Please specify the purpose of consultant costs and time line for expenditure | |
| To conduct the study and bring together the components of the study. The Agency does not have the resources to conduct the study in-house. | |
| Please specify the purpose of other costs | |
| N/A | |

--end--