



## MEMORANDUM

**To:** Unified Work Program Committee

**From:** CMAP Staff

**Date:** November 9, 2018

**Re:** Update of competitive program priorities and program development timeline

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The adoption of ON TO 2050 presents the committee with the need to revisit planning priorities in light of the new plan. The committee similarly **updated its planning priorities** following adoption of GO TO 2040. In this memo, staff presents updates to previous UWP planning areas with new planning areas identified in the ON TO 2050 Mobility chapter and new transportation-related planning areas in other chapters of ON TO 2050. Staff is requesting discussion on how to prioritize these potential areas of work in order to best use limited funding. A proposed timeline and process for FY2020 program development that is similar to previous years is also included in this memo.

### **Planning areas identified for potential UWP funding**

The following planning areas could be continued from previous rounds of UWP funding with updated language and emphases from ON TO 2050:

- **Financial Planning Including Innovative Financing Strategies.** ON TO 2050 emphasizes the need to fully fund the transportation system through benefit-based financial strategies. This may include studies of tolling, value capture, local parking pricing and management, road user charges, and other approaches in line with ON TO 2050 recommendations. It may also include work to study the costs of providing local infrastructure to support development, how best to recover those costs, and identifying opportunities to save costs through collaboration.
- **Improving Decision-Making Models and Evaluation Criteria for Project Selection.** ON TO 2050 recommends enhancing the region's approach to transportation programming. As transportation revenues remain constrained, performance-based programming can help identify the most cost-effective way to meet local and regional priorities. There are opportunities for all transportation implementers to improve data and methods for incorporating performance into

processes for allocating funds and selecting projects. This could include developing performance-based approaches to project ranking and funding allocation or developing asset management systems, among other projects.

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.

In addition, ON TO 2050 identifies several new areas of planning importance:

- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.
- **Maintaining the Region's Status as North America's Freight Hub.** By almost any measure, metropolitan Chicago is the nation's premier freight hub. Yet freight transportation is changing. Complex supply chains and increased online

shopping are changing national and local goods movement strategies. The region must adapt to these changes while protecting quality of life and limiting public costs. Projects under this priority would address supporting development of data and documentation of the public benefits of CREATE, further studying and prioritizing grade crossings, reducing truck bottlenecks, improving routing, studying truck-only facility feasibility, and studying how to mitigate freight impacts, particularly to promote environmental justice.

- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Improving Travel Safety.** The region has a zero-fatality target for 2050. Under this priority, the region's transportation agencies could further develop speed management strategies, conduct community engagement around behavioral safety approaches, undertake safety audits, and carry out many other planning projects in line with ON TO 2050 recommendations. Projects could include planning for corridors and small areas to improve safety, including identifying appropriate locations for roadway right-sizing and alternative intersections, revising design manuals and guidance to promote safety, and studies to support implementation of incident management techniques, automated traffic enforcement, and behavioral interventions.
- **Improving the Resilience of the Transportation Network to Weather Events and Climate Change.** Climate change is already causing more frequent road flooding, snow storms, and heat- and cold-related pavement and communication failures. However, a resilient transportation network can continue to provide seamless mobility even in the face of a changing climate. Efforts to support this priority include conducting studies to determine the vulnerability of transportation infrastructure to climate change impacts, developing design guidance to accommodate projected weather, and conducting investigations to improve highway and transit operation under severe weather conditions.

- **Supporting Regional Economic Development with Transportation Investments.** Transportation has a role to play in fostering development of the region's **traded clusters**, which are groups of firms that gain productive advantages from close geographic proximity and related economies of scale. Planning under this priority could help identify and advance multijurisdictional transportation investments that best support economic productivity.
- **Reducing Carbon Emissions and Protecting the Environment.** Additional planning could investigate transportation-sector approaches to climate change mitigation as well as better understand and ameliorate the environmental impacts of transportation projects, particularly on water resources.

## **Prioritization**

Staff recommends that the UWP program be refocused to address the recommendations and priorities of ON TO 2050. Staff believes that having five priorities to guide funding applications, as has been done since FY2012 shortly after GO TO 2040 was adopted, provides greater focus for the UWP funding.

Staff is recommending the removal of two categories from the current UWP priorities, "Financial Planning Including Innovative Financing Strategies" and "Improve Decision-Making Models and Evaluation Criteria for Project Selection," based on low utilization as determined by the least demand from applicants in the application process. These two categories combined have received nine percent of the awarded funding since GO TO 2040.

Staff recommends replacing these categories with two new planning areas from ON TO 2050. The purpose of this memo is to promote discussion with the committee on the categories from ON TO 2050 that should be added.

## **Proposed timeline and process**

CMAF staff recommends that the FY 2020 UWP process follow the same format from previous years, which is:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals.
- The Core and the Competitive proposals will be presented to the Committee. The Committee will score the Competitive proposals as in years past, based upon their alignment with regional priorities.
- CMAF staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.

The schedule for the development and approval of the FY 2019 UWP process is as follows:

**Development of Program Priorities and Selection Process**

<b>UWP Meeting</b>	November 14, 2018
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**Call for Proposals**

<b>Call for Proposals</b>	January 2, 2019
All Proposals Due (Core and Competitive)	January 30, 2019

**Proposal presentations**

<b>UWP Meeting</b> - Presentation of Proposals	February 13, 2019
UWP Committee members rank proposals	Due to CMAP February 27, 2019
CMAP prepares committee ranked proposals with funding allocation	March 6, 2019
<b>UWP Meeting</b> - Adopt FY 2020 Program	March 13, 2019

**Committee Approval**

<b>Transportation Committee</b> considers approval of FY 2020 UWP to MPO Policy Committee	April 2019
<b>Programming Committee</b> considers approval of FY 2020 UWP to CMAP Board	May 2019
<b>CMAP Board</b> considers approval of proposed FY 2020 UWP	June 2019
<b>MPO Policy Committee</b> considers approval of proposed FY 2020 UWP	June 2019
UWP Document Released	June 2019

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ACTION REQUESTED: Discussion

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