Agenda Item No. 4.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: UWP Committee

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

Date: February 7, 2020

Re: FY 2021 UWP Proposals

On January 2, 2020, a Call for Projects was made for the FY 2021 UWP proposals. Seventeen total proposals were received with 8 for core projects and 9 for the competitive projects. It is anticipated that the FY 2021 UWP federal mark will be $18,788,769. Presentations of all the proposals will be made to the UWP Committee at its meeting on February 11, with ranking of the competitive proposals due by February 27, and final approval of the FY 2021 program at its March 11 meeting.

The chart at the end of this report reflects the approved amounts for the FY 2020 funded projects and the FY 2021 proposal amounts. In all cases, the federal funds are being requested at the 80% level. The chart reflects both the federal funds and the total project cost.

CORE PROPOSALS

CMAP – MPO Activities

CMAP is responsible for the implementation of the region's long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning. In FY 2020, CMAP was funded at $17,253,048. The FY 2021 proposal is for $18,521,247; an increase of approximately 7.3% over last year.

Chicago Department of Transportation – Chicago Transportation Planning and Programming

The purpose of this project is to support the CMAP regional objectives as an MPO by ensuring the City of Chicago's participation in CMAP's regional planning and transportation programming processes including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the general public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process. CDOT submitted a proposed increase from $866,250 to $952,875 for the core project, an increase of 10%.

Council of Mayors – Subregional Transportation Planning, Programming and Management

This program provides for the strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. To assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long-Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. For FY 2021, the COMs request funding at $1,467,326, which is at the same level of federal funding they received in FY 2020.

County – DuPage Trails Plan

The DuPage Trails Plan is intended to replace the 2003 Trails Maintenance Policy. That document created a framework for maintaining DuPage regional trails with a focus on public engagement, path maintenance, and user accommodation in a way that maximized the County's relationships with its neighbor communities. Since 2003, however, additional issues have arisen that impact the Division of Transportation's role as a neighbor and caretaker. DuPage's regional trails are threatened by encroachments, sign pollution, and invasive species, necessitating a contemporary update.

The DuPage Trails Plan is anticipated to take place over the course of 15-18 months. Given the comprehensiveness of the effort, the County is seeking the assistance of a consultant with prior expertise in trail planning and management. The preferred consultant would have core competencies in operations and maintenance planning, best practices for bikeway and trail design, and wayfinding signage standards and placement. Similar to the existing maintenance policy, the Plan must provide guidelines for vegetation maintenance and a feasible plan for invasive species removal. The preferred consultant would also have experience with drainage structure design, Americans with Disabilities Act (ADA) accessible design standards, Manual for Uniform Traffic Control Device (MUTCD) standards, stakeholder engagement techniques, development of agreements, and community outreach. A Trails Policy Framework Document and a Trails Implementation Plan are the final deliverables with expected completion in Q3 FY 2022. The FY 2020 program funded the Will County Intelligent Transportation Systems (ITS)

study at $300,000. The FY 2021 core proposal for DuPage County is for $312,500; an increase of 4% from the County request in FY 2020.

CTA – Program Development
The purpose of this project is to support regional objectives by providing for the Chicago Transit Authority's (CTA) strategic participation in the region's transportation planning process, including the development of the RTP and the 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 2020, CTA was funded at $525,000 for program development and is requesting $593,750 for FY 2021, an increase of 13%.

Metra – Capital Program Development and Asset Management
The Program Development Department, within the Strategic Planning & Performance Division, is tasked with preparing Metra's one-year and five-year Capital Programs. Metra Capital Programs funding sources include federal formula funds, state bond funds, "PAYGO" funding, RTA bonds, RTA ICE funds, Metra farebox funds, as well as federal, state and local discretionary funds. Program Development Department staff completes discretionary grant applications for various programs from Federal agencies including the FTA, FRA, and EPA.

Asset Management staff joined the Program Development Department in 2018. Asset Management staff is tasked with guiding the implementation of Metra's Transit Asset Management Plan (issued in 2018) and with managing consultants that are developing an excel-based Decision Support Tool (DST). Metra's FY 2020 funding level was approved at $420,000 and for FY 2021 is requesting $500,000, an increase of 19%.

Pace Smart Mobility Initiative
The Pace RideShare Program would like to get our new software "up to speed" so that it is a valuable resource for upcoming regional mobility management projects and TDM strategies as well as leverage the best practices and recommendations generated from recent studies.

This grant request is for funding marketing content and labor needed to support the launch of the new software and improve the user experience as well as make this regional TDM tool available for future regional pilot projects.

The Pace RideShare Program launched new software in 2019. Pace is now fine-tuning the user experience. The two-sided marketplace software has new features that require additional graphics, explanatory copy, help videos and incentive funds. Pace is also reviewing a compatible mobile app work order with hopes of launching in 2020. The app will involve setting up Google and Apple Developer accounts, a legal review and binding the agreements. Pace's FY 2020 approved funding was for $82,500. For FY 2021, Pace is requesting an increase in funding to $144,000, which is a 74.5% 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. In FY 2021, Pace is submitting this core project at the same funding level as the previous FY 2020 year at $75,000.

COMPETITIVE PROPOSALS

Chicago Department of Transportation – Central Business District Multi-Modal Demand Assessment

Chicago's Central Business District (CBD) is an economic, cultural, and recreational hub for the State of Illinois and is supported by roughly 30,000 residents, 400,000 employees, and 150,000 visitors from around the world per day. People move across the CBD in all modes of transportation at all hours of the day. Understanding existing travel patterns is critical to implement active traffic management, prepare for emerging technologies and new mobility options, develop policies to shape the future of transportation, and to ensure that Chicago's transportation network is serving all users efficiently and safely. A comprehensive and up to date traffic trends set is critical for coordination and planning across multiple agencies and will greatly benefit the region. For example, these trends will be useful in coordination with Chicago's Office of Emergency Management and Communications (OEMC) in planning for planned and unplanned events that require closing streets and diverting vehicle, pedestrian, bicycle, and transit traffic. An assessment of traffic will be conducted near Metra, CTA, and Amtrak rail stations to help inform future projects related to service planning, wayfinding signage, and infrastructure improvements. Better understanding traffic patterns, particularly pedestrians, will be critical for the Chicago Department of Planning and Development and business associations to understand opportunities to support economic development and planned development projects in the downtown.

This project will support and inform other UWP studies, including CDOT's North Grant Park – Streeterville Transportation Demand Management Plan (funded in FY 2020), CTA's Bus Priority Network Plan (funded in FY 2020), and Metra's Downtown Connections Study (proposed in FY 2021), which will identify strategies for better managing regional and local traffic and curbside demand. A comprehensive set of traffic trends along with the recommendations for Streeterville will help inform strategies for managing traffic in other areas of downtown. Also, CDOT is in the process of building out our traffic management center (Chicago Smart Mobility System) by compiling a variety of inputs that can be used for project planning and real-time interventions. The information from this proposed project can be incorporated into the traffic management center and used by project managers across the department.

CDOT will engage a consultant to assess demand at hundreds of mid-block locations across the CBD to document the number of people walking, biking, and driving throughout the day. CDOT does not currently have an up to date and accurate snapshot of the number of people moving throughout the CBD, particularly on foot and by bike. While CDOT does have access to telematics data from Replica, that data does not provide the level of detail needed to appropriately plan for projects and develop policies for a targeted area like the Central Business District. This project will include demand assessment (including data processing and analyses), resulting in a collection of detailed data sets and report summarizing travel patterns throughout the area. CDOT in FY 2020 had one competitive project funded at a level of $400,000. FY 2021 funding for this project is requested at $300,000.

Chicago Department of Transportation – CREATE Program Planning Support – Passenger & Commuter Rail

The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit. CDOT was previously awarded UWP funds for CREATE Program planning support in FY 2015 and FY 2018. CDOT in FY 2020 had one competitive project funded at a level of $400,000. FY 2021 funding for this project is requested at $300,000.

Chicago Department of Transportation – Vision Zero Chicago Dashboard

CDOT will develop a public facing dashboard to clearly visualize and communicate trends in traffic crashes to members of the public and regional agencies. Additionally, the dashboard will include internal functionalities for engineers and project managers working within various City agencies. The dashboard will enable citizens to monitor the city's progress towards Vision Zero Goals and communicate where roadway safety issues are concentrated through a series of interactive maps and graphics. An important goal of Vision Zero Chicago is to increase the level of transparency around traffic crashes and to increase the ways in which we share traffic crash data. While the Chicago Data Portal provides traffic crash data sets for the public to download, this project is designed to provide insights into crash trends and attributes in a user-friendly and engaging way. Private citizens, media, and others in the region will not only be able to access raw data from the Data Portal, they will now be able to gain better and faster insights into why, where, and who is impacted by traffic crashes. This tool will be an important resource to better educate and inform the public, private sector, and government agencies on the state of traffic crashes.

The Vision Zero Dashboard will have additional functionalities for internal use within City agencies to allow the engineers and project managers to delve into detailed crash analyses. The dashboard will offer an automated report of crash trends along a selected corridor or an intersection to help project managers better design roadways and increase efficiency when preparing project reports. The tool will also enable project managers to assess and evaluate the impact of street improvements on safety through before and after analysis. CDOT in FY 2020 had one competitive project funded at a level of $400,000. FY 2021 funding for this project is requested at $250,000.

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 with land use, housing, economic development, governance, and environment. These grants will be available for planning activities. Projects have been, and future projects will be identified through a competitive application process administered jointly by CMAP and the RTA each year. The 2019 call for projects occurred between September 17, 2019, and October 18, 2019. If the full requested level of funding and match is awarded, it will support in whole or in part approximately **3** local plans led by CMAP

and **2** plans let by RTA. The project selection process is still underway but it is anticipated that the CMAP projects will include three comprehensive plans, and the RTA projects will include two transit-related studies. The program was funded at $541,200 for FY 2020 and is requesting $781,250 for FY 2021.

Cook County – Equity Performance Measures for Invest in Cook
This project is meant to increase the ability of the Invest in Cook transportation investment program to measure and improve equity outcomes. The Invest in Cook program, launched in 2017, makes $8.5 million available annually to transportation improvements in Cook County. The program has been viewed as a success by the local governments who benefit from its investments and is noted in ON TO 2050 as a best practice in helping low-income communities fund infrastructure improvements.

Invest in Cook is explicitly meant to achieve inclusive growth and equity. The program already prioritizes funding to low-income communities and deliberately directs funds to communities who have difficulty participating in other grant programs by funding early-stage work like Phase I engineering. However, like many transportation investment programs, the Invest in Cook program has challenges evaluating the equity impacts of its investments. The Invest in Cook application asks several questions of applicants that are meant to address equity, and this is a start, but improvements are possible.

This project is meant to develop, prioritize, and test additional scoring criteria and performance measures that can be used to evaluate the equity impacts of Invest in Cook projects. For example, these may include the demographic and socioeconomic characteristics of users of the facility, improved accessibility to regional assets, localized air quality and related health impacts, or many others. Measures are not fully defined in this application, as their identification is an early part of the project process.

This project could serve as the first step in a broader approach to improved evaluation of equity impacts of transportation investment, using Invest in Cook as a pilot. The approaches that are developed could be applied to other programs too. Thus, extensive involvement in the project process by other members of the UWP Committee would be welcome and valuable.
Cook County did not have a competitive proposal funded in FY 2020. In FY 2021, Cook County's proposal request is $125,000.

CTA – Strategic Plan for Expansion of GIS Usage at CTA
Chicago Transit Authority (CTA) is proposing to develop a Strategic Plan for expansion of Geographic Information System (GIS) usage at CTA to empower departments across the agency with location based intelligence through enhanced access to data and easy-to-use applications. The wider adaptation of GIS technology will improve business processes, enable collaboration, and facilitate decision making. CTA is already using this powerful tool for service planning, traffic planning, ridership analysis, and few other purposes, however the full potential of this emerging technology hasn't been utilized yet. CTA recently upgraded from ArcGIS Desktop 10.1 to ArcGIS Enterprise that includes Web Portal using its own operating funds to avail the latest GIS technology and allow for its expansion. The Strategic Plan will help CTA identify and prioritize business needs and use cases throughout the agency as well as GIS applications to address those needs. The Plan will provide a structured approach in getting input across the

agency for wider adaptation of GIS and development of overall strategy for a smooth transition to a more information-enabled environment over the next 5 years. The Plan will also help CTA in aligning future investments in GIS software with the agency priorities.

In addition to the Strategic Plan, CTA is also proposing development of three location based applications that would be prioritized in the Strategic Plan. These applications are envisioned as powerful planning tools to assist CTA with data sharing, capital projects planning, and data collection and management of CTA assets. The applications will be further defined during the Strategic Plan development. The proposed project is scalable based on funding availability as CTA can scale up or scale down on the number and complexity of applications. CTA in FY 2020 had one competitive proposal, in partnership with CDOT, which was funded at $375,000. This proposal request for FY 2021 is $275,000.

CTA – Transit Signal Priority Roadmap

The Chicago Transit Authority (CTA) is seeking funding for a consultant to do high level technical research for Transit Signal Priority (TSP) architecture and provide recommendations that will allow for a TSP system that works efficiently, effectively, and for the long-term.

Transit Signal Priority is a system that modifies traffic signal timing or phasing when buses are at or approaching an intersection, typically by extending a green signal or shortening a red signal. TSP can improve bus reliability, reduce bus bunching, and improve travel time, which improves the customer experience. Minimizing delay at intersections can also help reduce or keep in line operating costs for CTA, as bus continually face more congested conditions on the street. TSP has become an important tool that complements other efforts CTA has been making to improve bus service for its customers, such as the Bus Priority Zones project or the Bus Vision Study.

CTA has collaborated with the Chicago Department of Transportation on TSP over the last several years, implementing TSP along Jeffery Boulevard in 2014 and along South Ashland Avenue and Western Ave in 2016 and 2018, respectively. However, the existing TSP architecture is becoming unreliable and obsolete. CTA and CDOT wish to maintain the TSP system, but both agencies understand the need for new technology to be applied in future years, as the field has advanced greatly since CTA began implementation.

Currently, the TSP system contains many points of equipment interaction across different agency infrastructure. It relies on radio on a CTA bus communicating with a second radio at the intersection that is connected to the traffic signal controller. This communication allows the signal phasing to be changed based on the bus's location and schedule adherence. This existing architecture also requires fiber optic connections between the intersections and a central server database located at the Office of Emergency Management and Communication (OEMC). Aside from being comprised of obsolete technology, this approach requires the maintenance of many pieces of equipment and the connections between this equipment. Moving forward, CTA and CDOT would like to investigate newer architectures, which could allow for better utilizing cellular communication rather than relying on hardwiring and minimizing the wayside equipment.

One example that would be investigated would be a system in which the bus communicates location through cellular communication to a centralized management system which regulates the traffic controllers throughout the city. This type of software centric and center-to-center communication based TSP eliminates the need for dedicated TSP equipment. CDOT is currently working on expanding signal system communication throughout the central business district and other key corridors, and these locations could accommodate TSP in such a system with minimal investment in infrastructure at the individual intersections.

The consultant would investigate all TSP architecture available today, as well as emerging technologies that would work with CTA buses and CDOT's traffic controllers and centralized management system. First, the consultant would create a report for CTA and CDOT, laying out the TSP architectural roadmap as a long-term plan utilized by multiple agencies and vendors. Second, the consultant would outline the necessary steps needed for implementation to adopt the recommended TSP system and provide an order of magnitude cost. CTA staff will coordinate with CDOT and the consultant and will also provide the consultant with all previous technical information it has obtained for reference.

Pace and IDOT have also implemented TSP, and they are currently completing testing along Milwaukee Avenue. Both CTA and Pace will continue working together to ensure interoperability, allowing a Pace bus to trigger a CDOT TSP-enabled intersection when needed and a CTA bus to trigger an IDOT TSP-enabled intersection. There are operational differences between the CTA and Pace, however, especially regarding intersection spacing, which means the systems need to be analyzed and treated differently. While Pace is working on its TSP system, CTA's long term plan can be refreshed to include emerging technology and other architecture that is uniquely effective to the grid layout of Chicago.

This project is scalable; the technology that works for one section of a city corridor will work for other corridors. CTA is the lead agency with respect to this application, and if successful, the consultant contract anticipated would be executed by CTA, but the project is conceived as an interagency project and would be managed in close coordination and partnership with CDOT. CTA in FY 2020 had one competitive proposal, in partnership with CDOT, which was funded at $375,000. This proposal request for FY 2021 is $375,000.

Metra – Downtown Connections Study

Often the discussion of "last mile" connections to Metra service focuses on the need for improved connections at outlying stations to better serve the reverse commute market. However, providing strong "last mile" connections in the Central Business District is vital, where destinations beyond what is easily walkable constitute a significantly large share of the existing and potential transit market. Increasingly private shuttles and Transportation Network Provider ("TNP") services are becoming a larger part of this market. Data from Metra's *2016 and 2019 Origin/Destination Surveys* ("O/D Surveys") indicate that egress from downtown Metra stations via private bus and TNPs increased by 34% and 272%, respectively. This mode shift has coincided with a significant influx of additional residents and jobs in the Downtown Chicago area. Between 2010 and 2017, the Downtown Chicago area gained more than 20,000 residents and 45,000 additional private-sector jobs. The *Transportation Network Providers and Congestion in the City of Chicago* report ("TNP Report"), issued by the City of Chicago in

December 2019, states that Chicago "has experienced a significant uptick in congestion across all vehicle types," as the city is currently assessing approaches to mitigate traffic congestion. According to the TNP Report, TNP trips starting in, ending in, or passing through the downtown area increased by 309% between 2015 and 2018 (during weekday rush hours), mirroring the 272% increase identified in Metra's O/D Survey. The operation of private shuttles in the Downtown Chicago area was not included in the scope of the TNP Report and Metra has limited knowledge of private shuttle operations.

Metra proposes the *Metra Downtown Connections Study* (the "study") to investigate the role of private shuttles and TNPs as the "last mile" connection from Metra in the Downtown Chicago area. Metra will direct the study, contract professional services to complete the study, and will seek the cooperation of the CTA and CDOT. Metra will seek input from the CTA to determine the impacts of Metra commuter transfers, to investigate CTA routes Metra commuters frequent, and to analyze the shift of potential Metra-to-CTA transfers to private shuttles. Metra will seek coordination from CDOT to collect data related to private shuttle operations, TNP activity near downtown Metra stations, and to identify common boarding and alighting locations of private shuttles and TNPs near downtown Metra stations.

The consultant-produced study, as proposed, will have three primary goals: collect data, analyze data to determine gaps in coverage and provide recommendations to increase transit ridership across all modes. The study will investigate the scale and operations of private shuttles and TNP services that Metra commuters are increasingly utilizing, including collecting data in the field, coordinating with other agencies and private entities to obtain information, and analyzing the volumes, travel and boarding times, destinations, and routes of private shuttles and TNPs that riders board/alight near downtown Metra stations. The City of Chicago has worked to make TNP data more available in recent years, but information about private shuttles has been rather elusive. Collecting private shuttle data will require significant effort in the field and may constitute a significant amount of this project's effort. Once data has been collected it will be analyzed to identify areas that are underserved by the combined network of connecting services and determine untapped markets where outreach efforts can be targeted. The analyzed data can also help inform decision making about better organizing the street space and curb space. Lastly, the consultant shall make short, medium, and long-term recommendations for improving connections for Metra commuters to and from downtown stations in an effort to grow both Metra and CTA ridership. In FY 2020, Metra did not have a competitive proposal funded. Metra's FY 2021 request for funding for this proposal is $295,000.

Pace – ADA Paratransit and Pace Vanpool Customer Satisfaction Survey

For this project, Pace is seeking a qualified Contractor to conduct a Customer Satisfaction Index (CSI) Study of Pace's Vanpool and ADA Paratransit Services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increase. Pace did not have a funded competitive proposal in FY 2020. In FY 2021, this proposal request is for $150,000.

		FY 2020 Actual			FY 2021 Proposed		
Agency	**Project Title**	**Federal**	**Local Match**	**Total**	**Federal**	**Local Match**	**Total**
Core							
CMAP[1]	MPO Activities	$13,802,398	$3,450,650	**$17,253,048**	$15,021,247	$3,500,000	**$18,521,247**
City of Chicago (CDOT)	City of Chicago Transportation and Programming	$693,000	$173,250	**$866,250**	$762,300	$190,575	**$952,875**
Council of Mayors[2]	Subregional Transportation Planning, Programming, and Management	$1,467,326	$366,832	**$1,834,158**	$1,467,326	$366,832	**$1,834,158**
Will County	Countywide Intelligent Transportation System (ITS) Study	$240,000	$60,000	**$300,000**			
DuPage County	DuPage Trails Plan				$250,000	$62,500	**$312,500**
CTA	Program Development	$420,000	$105,000	**$525,000**	$475,000	$118,750	**$593,750**
Metra	Capital Program Development and Asset Management	$336,000	$84,000	**$420,000**	$400,000	$100,000	**$500,000**
Pace	Smart Mobility Initiative	$66,000	$16,500	**$82,500**	$120,000	$24,000	**$144,000**
Pace	TIP Development and Modeling	$60,000	$15,000	**$75,000**	$60,000	$15,000	**$75,000**
Total of Core		**$17,084,724**	**$ 4,271,232**	**$ 21,355,956**	**$18,555,873**	**$ 4,377,657**	**$22,933,530**
1) CMAP Local Match consists of $3.5 million in State match and $255,312 in other funding							
2) Proposed Local Match includes and overmatch of $220,693							

		FY 2019 Actual			FY 2020 Proposed		
Agency	**Project Title**	**Federal**	**Local Match**	**Total**	**Federal**	**Local Match**	**Total**
Competitive							
CDOT	**Central Business District Multi-modal Demand Assessment**				$ 240,000	$ 60,000	**$ 300,000**
CDOT	**CREATE Program Planning Support - Passenger and Commuter Rail**				$ 240,000	$ 60,000	**$ 300,000**
CDOT	**Vision Zero Chicago Dashboard**				$ 200,000	$ 50,000	**$ 250,000**
CDOT	*North Grant Park - Streeterville Transportation Demand Management Plan*	$ 320,000	$ 80,000	**$ 400,000**			
CMAP/suballocation to RTA	*Local Planning Assistance - Community Planning Program*	$ 433,000	$ 108,200	**$ 541,200**	$ 625,000	$ 156,250	**$ 781,250**
Cook County	**Equity Performance Measures for Invest in Cook**				$ 100,000	$ 25,000	**$ 125,000**
CTA	**Strategic Plan for Expansion of GIS Usage at CTA**				$ 220,000	$ 55,000	**$ 275,000**
CTA	**Transit Signal Priority Roadmap**				$ 300,000	$ 75,000	**$ 375,000**
CTA/CDOT	*Chicago Bus Priority Network Plan*	$ 300,000	$ 75,000	**$ 375,000**			
Metra	**Downtown Connections Study**				$ 236,000	$ 59,000	**$ 295,000**
Pace	**Pace ADA Paratransit and Pace Vanpool Customer Satisfaction Survey**				$ 120,000	$ 30,000	**$ 150,000**
Total of Competitive		**$ 1,053,000**	**$ 263,200**	**$ 1,316,200**	**$ 2,281,000**	**$ 570,250**	**$ 2,851,250**
Total Programs		**$18,137,724**	**$ 4,534,432**	**$ 22,672,156**	**$ 20,836,873**	**$ 4,947,907**	**$ 25,784,780**
UWP Mark		**$18,137,725**	**$ 4,534,431**	**$ 22,672,156**	**$ 18,788,769**	**$ 4,697,192**	**$ 23,485,961**

italics-grey	*represents projects applied for, but did not receive funding in previous UWP FY20*
italics-red	***represents projects applied for, approved, but received less funding than original proposed FY20 budget***
italics-blue	***represents projects applied for and funded in previous UWP FY20***
bold-black	**represents new Competitive projects in FY21**

ACTION REQUESTED: Discussion

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