

**FY 2021 Unified Work Program (UWP)
for Northeastern Illinois
Competitive Projects Proposal Form**
State Fiscal Year (July 1, 2020 – June 30, 2023)

Project Title	Central Business District Multi-Modal Demand Assessment
Sponsoring Agency	Chicago Department of Transportation (CDOT)
Federal Amount Requested	\$240,000
Local Match Amount	\$60,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>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</p>

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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.

Major Tasks (up to 20)

1. Collect 24-hour traffic counts using camera technology for all modes at approximately 400 mid-block locations (the number of locations is scaleable depending on the funding award)
2. Process the data and produce ArcGIS shapefiles, data spreadsheets, and PDF reports for each location by mode and time period
3. Produce a written and graphic report summarizing the data collected and highlighting key takeaways that may shape policy, planned development decisions, street design, and planning efforts
4. Present summary report to interested governmental agencies/departments and civic/non-profit organizations; provide data as needed

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

Harnessing Technology to Improve Travel and Anticipating Future Impacts

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

This project will support the Prioritized Investment principal by providing traffic trends that will help coordinate transportation investments in the CBD, as well as aiding in current/future plans for transit, the road network, and emerging mobility services. In particular, trends collected through this project could help in determining which type of transportation projects serve CBD residents and work commuters/visitors best.

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 most strongly supports the mobility goal of a modern multimodal system that adapts to changing travel demand. In determining trends by mode, CDOT and partner agencies/departments will be able to create projects that increase the mobility and safety of various users in the CBD.

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Also, with the limited amount of right-of-way available within streets in the CBD, it is important to see hot spots for each travel mode. This information, along with land use development patterns in the CBD, will help determine what infrastructure improvements work best in those places.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

This project will directly support the recommendation to make the collection, sharing, and analysis of public and private sector transportation data a regional priority. Additionally, the data analysis conducted through this project will contribute to other projects/initiatives that support the following recommendations:

- Make transit more competitive
- Leverage the transportation network to promote inclusive growth
- Improving travel safety

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

Yes. Inputs collected from this project will refresh CDOT pedestrian count data previously collected in 2009.

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

Agencies/departments such as CDOT, Metra, CTA, Chicago Department of Planning and Development, and Cook County Department of Transportation and Highways will directly benefit. The report can also help state, county, and local policymakers and non-profit/business organizations who help shape the CBD environment.

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

City funds

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Traffic count data	Excel spreadsheets, PDF reports	Q3 2021
Traffic count geodatabase	ArcGIS shapefile	Q4 2021
Project report with summary of data and key takeaways	Report document	Q2 2022

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Complete traffic counts	Monthly progress report of number of locations completed with draft PDF reports	Q3 2021
Complete traffic count geodatabase	Monthly progress report with interim maps provided	Q4 2021
Complete summary report (written/graphic)	Draft reports as provided for staff review	Q2 2022
Presentations with interested governmental agencies/departments and civic/non-profit organizations	Number of presentations (at least 6 are anticipated)	Q3 2022

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	12
Consultant Cost	\$300,000
Other Costs (provide details below)	\$0
Total Project Cost	\$300,000
Please specify the purpose of consultant costs Demand assessment, processing/analysis, and summary report	
Please specify the purpose of other costs N/A	
Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT. See attached spend plan	

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Project Title	CREATE Program Planning Support – Passenger & Commuter Rail
Sponsoring Agency	Chicago Department of Transportation (CDOT)
Federal Amount Requested	\$240,000
Local Match Amount	\$60,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>CDOT was previously awarded UWP funds for CREATE Program planning support in FY 2015 and FY 2018.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 5. Support CREATE Advocacy Working Group activities including developing and maintaining website content, presentations, fact sheets, Geographic Information Systems (GIS) maps, materials for elected officials and stakeholders, and other communications materials. 6. Provide logistical coordination and presentation material support for updates and briefings to Chicago-area civic and business organizations via regular civic meetings/tours. 7. Provide specialized technical analysis and policy support to develop recommendations for CDOT on infrastructure planning, finance, and federal, state, and local policy regarding freight, commuter, and intercity passenger rail (including high speed rail). 8. Support CDOT’s relationship with other federal, state, and local transportation agencies (including but not limited to FHWA, FRA, FTA, USDOT, STB, IDOT, ICC, CMAP, RTA, Metra, CTA, Pace, and various county and municipal government entities) regarding technical aspects of the CREATE Program.

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9. Support the development of materials to facilitate testimony by the CREATE partners at public hearings and meetings/briefings with federal, state, and local elected officials and other stakeholders.
10. Facilitate communications with affected communities, businesses, and related stakeholders to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program.
11. Facilitate outreach to relevant national, state, and local freight, transportation and business organizations to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program.
12. Develop communications materials and facilitate outreach to support the pursuit of Federal, state, and local transportation funding for CREATE projects, including but not limited to the upcoming surface transportation legislation reauthorization and any other relevant transportation funding legislative initiatives.
13. Conduct assessments of the impacts of the CREATE Program on specific stakeholders, including but not limited to: rail freight services; rail passenger services; adjacent property owners, tenants, and other abutters; employment and other economic opportunities.
14. Conduct specialized analyses and technical studies to advance institutional and financial support for CREATE and related initiatives. Such analyses and related data collection and forecasting activities may cover a range of topics, including but not limited to: Chicago area railroad traffic and operations trends; Chicago area intercity passenger rail (including high speed rail) travel demand and related operations and capital investment needs; assessments of the economic impacts of the CREATE Program and related freight rail, intercity passenger/high speed rail, and commuter rail initiatives.
15. Provide graphics, word processing, and other publishing and presentation support for reports, policy recommendations and other technical documentation for public dissemination.
16. Enhance and maintain internet/website and social media presence and content.

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

Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use

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

In regards to investing strategically in the freight network, the ON TO 2050 plan states: "The region's status as a national freight hub with an extensive existing network requires coordinated investment. CREATE is a public-private partnership between freight railroads, U.S. DOT, IDOT, the City of Chicago, Cook County, Metra, and Amtrak. While public and private investment in CREATE ... has greatly improved rail movement in the region and nationwide, the effort requires continued investment with a focus on public benefits." These planning support services are essential to CDOT and the CREATE partners achieving this objective.

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

The ON TO 2050 plan states: "Effective planning for the region's freight system must involve collaboration across the public and private sectors while carefully balancing economic, livability,

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and infrastructure funding concerns. Freight helps the region’s economy grow and helps our residents get everything from coffee to shoes; freight facilities create direct employment and also support jobs in many related industries. Freight activity also creates congestion, noise, safety, and air quality concerns. There is growing concern at the local level about the impacts of truck traffic in communities of many types, from low income and minority neighborhoods...” These planning support services are essential to achieving these objectives as well as enhancing the environment.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

- Make transit more competitive
- Maintain the region’s status as North America’s freight hub
- Build regionally significant projects

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

Yes. Similar services, including the FY 2018 UWP project for CREATE Program Planning Support, have been instrumental to the success of the CREATE Program so far by providing planning, technical, policy, advocacy, and related support as needed to successfully achieve the goals of the CREATE Program, consistent with the ON TO 2050 Plan.

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

Continuation of these planning support services at this stage of the CREATE Program will be key to improving regional commuter and passenger rail capacity and service, which is a primary focus of the major CREATE projects that are yet to be funded and completed. The primary beneficiaries of these projects will be people, businesses, and other organizations that depend upon Metra and Amtrak service, while regional freight service will also continue to benefit strongly.

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

City funds

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
CREATE Program Planning, Policy, and Advocacy Support Materials	In-house	Q4 FY 2023
CREATE Program Planning, Policy, and Advocacy Support Materials	Outside distribution	Q4 FY 2023
Specialized Technical Studies and Analyses	In-house	Q4 FY 2023
Specialized Technical Studies and Analyses	Outside distribution	Q4 FY 2023
Online content and Communication	Outside distribution	Q4 FY 2023

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)

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CREATE Management Committee	1 meeting Quarterly	Q4 FY 2023
CREATE Implementation Team Meetings	6 meetings Quarterly	Q4 FY 2023
CREATE Advocacy Meetings	3 meetings Quarterly	Q4 FY 2023
CREATE Public Involvement Working Group Meeting	3 meetings Quarterly	Q4 FY 2023
CREATE Federal Grant Application Development/Submission	Number of grant applications developed or submitted (at least one is anticipated)	TBD (dependent on federal grant NOFA's)

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	12.5
Consultant Cost	\$300,000
Other Costs (provide details below)	\$0
Total Project Cost	\$300,000
<p>Please specify the purpose of consultant costs The consultant will be responsible for performing the activities described in the tasks set out above in order to achieve the goals of ensuring that the remaining CREATE investments maximize public benefit.</p>	
<p>Please specify the purpose of other costs N/A</p>	
<p>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT. See attached spend plan</p>	

**FY 2021 Unified Work Program (UWP)
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Project Title	Vision Zero Chicago Dashboard
Sponsoring Agency	Chicago Department of Transportation (CDOT)
Federal 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 (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>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.</p>

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Major Tasks (up to 20)

17. Conduct best practice research of other cities that have created a Vision Zero Dashboard (or equivalent tool). Determine if any of those examples have elements that can be used for the Chicago tool or any elements that should be avoided.
18. Interview key stakeholders within the Vision Zero Chicago initiative to understand desired inputs/outputs and outcomes from the dashboard
19. Draft a storyboard that shows the dashboard interface and how various users would utilize the dashboard
20. Present the storyboard to key internal/external stakeholders to gather input
21. Create the draft Vision Zero Chicago Dashboard for testing purposes
22. Test dashboard with key internal/external stakeholders; determine strengths and weaknesses of the draft dashboard
23. Finalize the Vision Zero Chicago Dashboard based on input from the test users; present to key internal/external stakeholders
24. Create report summarizing the methodology taken to create the Vision Zero Chicago Dashboard

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

Harnessing Technology to Improve Travel and Anticipating Future Impacts

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

This project will support the Prioritized Investment principal by providing data that will help coordinate transportation investments, as well as aiding in plans for pedestrian/transit-rider and bicycle safety. In particular, data collected through this project could help in determining project scopes that will help in reduce crashes/fatalities, particularly in locations with a high number of severe crashes and/or fatalities.

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 most strongly supports the mobility goal of a modern multimodal system that adapts to changing travel demand. In determining traffic crash trends in Chicago and within specific communities/corridors in Chicago, CDOT and partner agencies/departments will be able to create projects that increase the mobility and safety of various users.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

This project will directly support the recommendation to make the collection, sharing, and analysis of public and private sector transportation data a regional priority. Additionally, the data analysis conducted through this project will contribute to other projects/initiatives that support the following recommendations:

- Make transit more competitive
- Leverage the transportation network to promote inclusive growth
- Improving travel safety

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<p>Is this project a continuation of previous work? If so, please explain. Yes. This project will use deliverables from the Multi-Modal Crash Analysis, which is a FY 2017 UWP funded project, as well as CDOT's 2011 Pedestrian Crash Analysis and 2012 Bicycle Crash Analysis reports.</p>
<p>Who will benefit from the interim or final products of this project? Agencies/departments such as CDOT, CMAP, CTA, Metra, Chicago Department of Planning and Development, and Cook County Department of Transportation and Highways will directly benefit. The Vision Zero Dashboard can also help civic/non-profit organizations who discuss and suggest solutions to the Chicago built environment.</p>
<p>What is the source of funds for the local match portion of this project? City funds</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Best practice research	Memo	Q3 2021
Interview key stakeholders on desired outcomes with the Vision Zero Chicago Dashboard	Memo	Q3 2021
Storyboard of dashboard interface and user interaction	Storyboard graphics	Q4 2021
Vision Zero Dashboard	Draft/final website	Q3 2022
Methodology (summarize steps taken to create dashboard)	Summary report	Q4 2022

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Interviews with key stakeholders	Number of interviews (at least 3 group interviews with internal/external stakeholders)	Q3 2021
Storyboard presentations	Draft storyboard to be presented to a number of stakeholders or committees (at least 3)	Q4 2021
Vision Zero Chicago Dashboard	Draft website to be tested by a number of stakeholders (at least 6)	Q3 2022

***Updates on Performance Measures listed should be provided within the Quarterly Report**

Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	12
Consultant Cost	\$250,000
Other Costs (provide details below)	\$0
Total Project Cost	\$250,000
Please specify the purpose of consultant costs Best practice research, stakeholder interviews, storyboard, dashboard, and methodology report	
Please specify the purpose of other costs N/A	
Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT. See attached spend plan	

narrative provided to CMAP.

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Project Title	Local Technical Assistance and Community Planning Programs
Sponsoring Agency	CMAP, with sub-allocation to RTA depending on projects
Federal Amount Requested	\$625,000
Local Match Amount	\$156,250
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$781,250

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 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 led 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.</p>
<p>Major Tasks (up to 20)</p> <p>Pre-Proposal Tasks:</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 produced joint application materials. Both agencies used the same initial application materials for both staff assistance and consultant assistance projects. CMAP hosted a series of forum events, and CMAP and RTA jointly hosted a webinar 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 were due on October 18, 2019. 2. Review and evaluate project applications. CMAP and the RTA reviewed applications received and divided them between the agencies based on their appropriateness (i.e. the RTA received applications that primarily focused on transit). The transit service boards, CDOT, Chicago DPD and DOH, County Planning Directors, CMAP working committees, Planning Liaisons, and partner technical assistance providers were asked to provide feedback on any/all applications. 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

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administer each grant. Following board approval of the selected projects (Step 3, below), CMAP will then subgrant funds to the RTA to cover the project(s) that RTA will administer.

Post-Proposal Tasks:

3. **Select new projects.** For projects administered by CMAP, applicable approvals from the CMAP Board and MPO Policy Committee will be sought in the the spring of 2020, with a recommendation from the Transportation Committee and Coordinating Committee prior to presentation to the Board and MPO. Projects administered by the RTA will be presented to the RTA Board in February 2020.
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 RTA’s Invest In Transit plan 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 the RTA consider and make modifications to application forms and processes, consultant procurement processes, and evaluation methods, and other administrative elements of this program.

Competitive Justification
Local Planning Technical Assistance and the Formation of Collaborative Planning Efforts

Competitive Justification
This project responses directly to the “Local Planning Technical Assistance and the Formation of Collaborative Planning Efforts” UWP Committee’s regional priority.

The focus of the CMAP Local Technical Assistance Program and RTA Community Planning Program are to provide assistance to local governments through direct, customized planning technical assistance. Because of the central role that local governments have in the implementation of ON TO 2050, the anticipated projects also indirectly support two other regional priorities identified by the UWP Committee which are: “Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use” and “Leveraging the Transportation System to Promote Inclusive Growth”.

Competitive Justification
This project most strongly addresses transportation and land use/housing goals, and is also relevant to environmental, economic development, and human services as they relate to transportation.

Competitive Justification
This project directly implements multiple ON TO 2050 recommendations:

Governance pg 225:
ON TO 2050 implementation will require technical assistance and strategies for building capacity, with a focus on each community’s need for expertise and systems that promote resilience and growth.

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Governance pg. 226:

Build on successes of the Local Technical Assistance (LTA) program

Governance pg. 227:

CMAP and partners should continue to provide technical assistance to lower capacity communities, and develop new ways to build their capacity over time.

CMAP should coordinate with partners to provide supplemental planning staff for local governments with limited or no planning staff to help with program activities determined in consultation with each municipality, after determining their priorities and needs.

Governance pg. 228:

CMAP and partners should target technical assistance, trainings, and other assistance to municipalities in low income or low market areas.

Governance pg. 204:

CMAP should establish or enhance partnerships with local, regional, and state entities across sectors in developing and implementing inclusive growth strategies for the Chicago region, building on CMAP's expertise in transportation and land use issues.

CMAP should continue to share its expertise and knowledge of the region and its communities within larger efforts to decrease economic inequality and promote inclusive growth.

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

Yes. CMAP and the RTA have submitted joint applications similar to this 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 sub-granted 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 contributions provided by local project sponsors, and other sources

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Selection of projects to receive grant funding	Outside distribution	Before June 30, 2020
Initiation of local projects	Plan / program	Between July 1, 2020 and June 30, 2025
Completion of local projects	Plan / program	Before June 30, 2025

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Conduct a consultant selection process for each project funded by the FY2021 UWP Competitive fund	Number of processes conducted	June 30, 2025
Enter into consulting contracts for each project funded by the FY2021 UWP Competitive fund	Number of contracts	June 30, 2025

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$
Overhead Cost associated with this Project	\$
Total Person Months	
Consultant Cost	\$781,250
Other Costs (provide details below)	\$
Total Project Cost	\$781,250
<p>Please specify the purpose of consultant costs Consultant costs are intended to produce plans and policy documents for local governments or other eligible project sponsors in the Chicago metropolitan region</p>	
<p>Please specify the purpose of other costs All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to begin initiation after July 1, 2020 with all projects being completed before June 30, 2025.</p>	
<p>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</p> <p>Attached.</p>	

**FY 2021 Unified Work Program (UWP)
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Project Title	Equity Performance Measures for Invest in Cook
Sponsoring Agency	Cook County
Federal Amount Requested	\$100,000
Local Match Amount	\$25,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$125,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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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.

Major Tasks (up to 20)

25. Identify equity goals that a program like Invest in Cook could plausibly seek to achieve, and define key terms.
26. Conduct a literature review on the state of practice in measuring equity impacts in the transportation field.
27. Identify best practices at transportation agencies both within and outside the CMAP region, and interview relevant practitioners.
28. Identify equity-focused measures that evaluate investments in other fields (such as housing or community development) that could be applied to the transportation field.
29. Develop a set of potential scoring criteria and performance measures based on the steps above.
30. Prioritize potential criteria, considering factors including data availability and simplicity of calculation methods.
31. Develop an initial set of recommended scoring criteria.
32. Test the recommended criteria by applying them to past and current Invest in Cook projects, and determine whether the evaluation process is reasonable and the results are plausible.
33. Make adjustments to the recommended criteria based on the testing described above.
34. Produce a final deliverable that includes the recommended scoring criteria, process recommendations for their use in Invest in Cook, technical documentation of data needs and calculations, and identification of any data or analytical gaps that prevent the measurement of some equity goals.
35. Summarize findings and recommendations in a report and associated communications materials.
36. Present findings, focusing on applicability to programs beyond Invest in Cook, at one UWP Committee meeting and one Transportation Committee meeting, or other similar forums as determined by the UWP Committee.

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

This project simultaneously advances two of the key goals of ON TO 2050:

Inclusive growth. This project's explicit focus on transportation equity is meant to directly implement the ON TO 2050 focus on inclusive growth. Transportation investment, among other types of investment, must be intentional about correcting historical disparities. This project improves Cook County's ability to direct its investments to achieve equity.

Prioritized investment. This project also ensures wise investment of resources by Cook County by applying advanced analytical measures to make the best use of the Invest in Cook program. Also, by considering investment practices in other fields (like housing and community development), this project will lead to more coordinated investment overall.

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

This project advances several regional priorities identified by the UWP Committee.

First, most explicitly, it advances the priority of leveraging the transportation system to promote inclusive growth. By specifically improving scoring criteria for measuring equity, this project will help Cook County to devote Invest in Cook’s \$8.5 million of annual investment to projects with the greatest impact on inclusive growth.

Second, this project advances the priority of modernization of the public transit system. Invest in Cook provides funding for projects multi-modally, with a priority for transit, freight, and active transportation. The application of improved scoring criteria for equity will make Invest in Cook’s investments in transit-supportive projects more effective.

Third, this project directly advances Local Technical Assistance and the formation of collaborative planning efforts. Most applications to Invest in Cook are submitted by local governments, often as implementation activities of past LTA projects. Still others are submitted by Councils of Government or Councils of Mayors and are designed to serve multiple communities, and these receive priority consideration through Invest in Cook.

Because Invest in Cook is a broad platform for investment, the other two principles also are relevant. Invest in Cook has been used for complementary work to implement regionally significant projects (such as trail improvements to segments of the Skokie Valley Trail and Des Plaines River Trail, support for design engineering studies for Canal Street in the vicinity of Union Station, and support for specific projects within CREATE), and it has been used for new technology application as well (for example, the Ride Hailing Technologies Study and Pilot in Bedford Park and the Pace Harvey and O’Hare South Cargo Area First/Last Mile Pilot).

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 ties into to a variety of County-level plans. It explicitly supports the County’s Policy Roadmap, which is a comprehensive approach to achieving equity County-wide, linking transportation, housing, economic development, health, and numerous other fields. Invest in Cook is also a key implementation strategy to the County’s Comprehensive Economic Development Strategy (CEDS) and Consolidated Plan, both soon to be adopted.

The Invest in Cook program materials explicitly note this goal of the program, stating that it “strengthens the partnerships and strategic matching of funding from various sources to expedite the completion of projects vital to a stronger economy and more livable communities.” This project will help to further target investments to better achieve this goal.

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Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

This project will contribute to several recommendations of ON TO 2050. Among its transportation recommendations:

- Leverage the transportation network to promote inclusive growth
- Enhance the region's approach to transportation programming
- Harness technology to improve travel and anticipate future impacts
- Make transit more competitive
- Maintain the region's status as North America's freight hub

Among its other recommendations:

- Invest in disinvested areas
- Support development of compact, walkable communities

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

This project is an improvement to an existing program. The development of Invest in Cook was not directly funded by UWP, but the policy document that led to the creation of Invest in Cook – Connecting Cook County – was initially funded through UWP.

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

The most immediate beneficiaries are applicants to Invest in Cook, particularly those from lower-income communities. Cook County will also benefit from a more diverse and socially just distribution of transportation funding, helping it fulfill its equity goals. Ultimately, UWP Committee members that want to improve their own measurement of equity will also benefit from this project's results.

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

Internal Cook County funding.

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Consultant selection	RFP and selection decision	September 2020
Identification of equity goals (step 1)	Technical memo	November 2020
Summary of literature review, best practices in transportation field, and best practices in other fields (steps 2-4)	Technical memo	January 2021
Recommended scoring criteria (steps 5-7)	Technical memo	March 2021
Revised recommended scoring criteria and technical documentation (steps 8-10)	Technical memo	July 2021
Summary report and communication materials (step 11)	Publication and communication materials	October 2021
Presentations to appropriate transportation forums (step 12)	Presentations	December 2021

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Consultant selected and contracted	Milestone: successful completion of consultant selection and contracting	September 2020
4-5 broad equity goals identified	Number of goals identified through consensus-based process	November 2020
30+ literature sources, best practices from transportation field, or best practices from other fields	Number of sources/best practices identified through literature review and best practice review	January 2021
8-10 potential scoring criteria identified	Number of criteria recommended as potentials	March 2021
8-10 potential scoring criteria tested and revised	Number of criteria recommended following testing and revision	July 2021
Final report prepared	Milestone: successful completion of final report and communication materials	October 2021
2 presentations of results	Number of presentations to appropriate forums	December 2021

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	0
Consultant Cost	\$125,000
Other Costs (provide details below)	\$0
Total Project Cost	\$125,000
Please specify the purpose of consultant costs	
Hiring a consultant partner to conduct the work.	
Please specify the purpose of other costs	
None	
Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.	
Attached as separate file.	

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Project Title	Strategic Plan for Expansion of GIS Usage at CTA
Sponsoring Agency	Chicago Transit Authority
Federal Amount Requested	\$220,000
Local Match Amount	\$55,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$275,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>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.</p>
Major Tasks (up to 20)

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1. Discovery/Needs assessment
 - a. Interview staff from different departments and assess business needs
 - b. Document data, work flows, and future spatial requirements to address the needs
2. Prioritization of Needs
 - a. Define the necessary maps and applications required to transform agency work flows
 - b. Prioritize applications by level of effort and level of return
3. Strategic Plan
 - a. Develop road map for GIS expansion that can be implemented over the next 5 years
 - b. Identify needed software, licenses, and staff requirements
 - c. Recommend change management and transition strategies

4. Develop Targeted GIS Applications for Planning Needs

Following list are examples of applications that could be developed, actual list would be created and prioritized during the Strategic Plan development -

- a. Inter-agency data sharing – the application will securely share data using ArcGIS Online with city of Chicago, Cook County, Regional Transit Authority (RTA), and Office of Emergency Management Control (OEMC). Data is currently shared in other forms manually and this application will provide a more efficient way to securely share the data.
- b. Field data collection and management – the application will digitally transform field operations by identifying data and workflows that can benefit from mobile collections. Field workers using a dedicated application would be able to send collected data back to office from anywhere, saving time, increasing accuracy with pre-determined drop down menus, and improving operational efficiency by having output readily available on web locational dashboard. As a result, accurate data on elevator, escalator, and track slow zone status could be shared quickly with staff and public.
- c. Capital projects planning – the application will integrate different capital planning workflows and databases to map past, present, and future project locations. The planning tool will tie in planning, finance, construction, infrastructure and other departments and provide accurate data in one place and allow planners to better prioritize projects and allocate funds.

In addition to development of the prioritized applications, this task will also include staff training on use of those applications.

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

Planning work associated with this study aligns with the **Prioritized Investment** focus area of the ON TO 2050 Plan as it supports the regional vision of a future multimodal transportation system that maximizes benefits for mobility, the economy, and quality of life for all residents.

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The Strategic Plan will target resources to maximize new benefits by building on existing technology and data systems.

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

This project closely aligns with the stated priority **Modernization of the Public Transit System**.

Developing policies for emerging technology to support and complement the transit system
Specifically, this project will expand usage of emerging GIS technology at CTA to empower departments across the agency with location based intelligence through enhanced access to data and easy-to-use applications. Individuals with the appropriate permissions would be able to draw upon, use, add to, or otherwise influence information from across the organization, not just data generated or owned by their own departments, resulting in performance improvements across the agency.

Studies to support improving the speed, frequency, and reliability of the transit system
Current and future CTA customers could specifically benefit from applications that may be identified in the Strategic Plan and subsequently developed, leading to quicker access to travel information like updates on elevator, escalator, and slow zone status.

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

Goals for land use, housing, and economic development would be informed and achieved with the development of future location based applications that would improve data collection and integration, leading to more informed land use and transportation decision-making.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The Strategic Plan would meet On To 2050 Goals, most directly noted in the Mobility Chapter as follows:

Make Transit More Competitive

The public will benefit from better planning of transit service and resources by agency wide adaptation of spatial intelligence tools, as well as efficiency gains in business processes.

Harness Technology

With implementation of applications identified in the Strategic Plan, CTA would be able to harness emerging GIS technology to modernize field collection of CTA asset data, integrate enterprise databases, efficiently prioritize capital projects, improve communication and decision-making, and support mission-critical decisions with real-time tools designed for the end users.

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Funding of this project will support the goal of prioritizing investment of limited resources to efficiently maintain and leverage existing infrastructure.
Is this project a continuation of previous work? If so, please explain. The Strategic Plan will provide the roadmap for wider adaption of GIS technology that CTA is already currently using for several planning purposes. This project will also help leverage the full potential of the recently upgraded ArcGIS Enterprise system and existing workflows.
Who will benefit from the interim or final products of this project? CTA and its customers will benefit from the implementation of the Strategic Plan, which will lead to an information-enabled environment, improved business processes, collaboration across the agency, and decision making. Current and future CTA customers could specifically benefit from applications that may be identified in the Strategic Plan and subsequently developed, leading to quicker access to travel information like updates on elevator, escalator, and slow zone status.
What is the source of funds for the local match portion of this project? Chicago Transit Authority (CTA) Operating Funds

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Task 1: Discovery/Needs Assessment	In House Distribution	2Q 2021
Task 2: Prioritization of Needs	In House Distribution	4Q 2021
Task 3: Strategic Plan	In House Distribution	2Q 2022
Task 4: Targeted GIS Applications for Planning Needs	In House Distribution	2Q 2023

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Strategic Plan Document	100% completion of document	2Q 2022
Targeted GIS Applications for Planning Needs	Completion of three applications as prioritized in the Strategic Plan	2Q 2023

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$10,000
Total Person Months	36
Consultant Cost	\$250,000
Other Costs (provide details below)	\$15,000
Total Project Cost	\$275,000
<p>Please specify the purpose of consultant costs Consultant expertise is required to support the development of Strategic Plan and GIS Applications; consultant expenditures are expected to start in Q1 2021 (actual date) and occur throughout the duration of the project.</p>	
<p>Please specify the purpose of other costs Other costs include \$15,000 for additional licenses, needed to support the roll-out of targeted GIS Applications for Planning Needs</p>	
<p>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</p> <p>Please see attachments: 1) Overall Budget Breakdown and 2) Quarterly Spend Plan</p>	

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Project Title	Transit Signal Priority Roadmap
Sponsoring Agency	Chicago Transit Authority (CTA)
Federal 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(please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

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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.

Major Tasks (up to 20)

37. Using technical content provided by CTA/CDOT staff as a start, complete technical research into various TSP architectures and the latest plus prospective technology to provide groundwork for future TSP in Chicago. Gather necessary documentation of findings and discover new methods/technology. CTA will connect consultant with CDOT to fully

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understand the intersection controller and server component under CDOT's jurisdiction that is central to TSP workability.

38. Create a Report, using both written and graphic content, to present examples of the TSP architectures already implemented in different cities (national and international) and explain best practices and challenges in comparison to Chicago. CTA will connect consultant with different transit agencies to facilitate their research.

39. Finalize a Report to provide thorough analysis of possible implementation solutions and recommend a preferred solution for CTA/CDOT.

40. From the Report's recommendation, help create an Implementation Plan for CTA/CDOT.

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

Planning work associated with this study aligns with the **Prioritized Investment** focus area of the ON TO 2050 Plan, as it supports the regional vision of a future multimodal transportation system that maximizes benefits for mobility, the economy, and quality of life for all residents.

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

Modernization of the Public Transit System.

One of the main elements of the Transit Signal Priority Roadmap is to lay foundation for reliability of TSP-enabled buses to pass through intersections smoothly and quickly. With increased congestion associated with an influx of ride-hailing vehicles and ever present regular/commercial traffic, TSP can be a crucial tool in getting buses back to their schedules. Chicago already has a large focus on bus improvements like bus only lanes and queue jumps. Greater implementation of TSP would be another type of treatment to help refresh the bus system.

Leveraging the Transportation System to Promote Inclusive Growth.

Due to the CTA bus network serving entire city of Chicago, it is inclusive to all, especially those in the rail network and ride-hailing gaps. The bus system is affordable, ADA-accessible, and bike friendly, which opens itself up to more of the city's population. TSP is utilized along an entire corridor, which can pass through areas with few or no other affordable transportation options. In order to address inequality, CTA must provide those areas with fast, reliable bus service. Improved bus service means reduced commute travel time between disinvested areas and opportunities for employment, education, and recreation.

Harnessing Technology to Improve Travel and Anticipating Future Impacts.

As current TSP equipment ages and becomes obsolete, new technology much be researched and implemented for TSP to operate completely, successfully, and efficiently. As cellular network improves from 4G to 5G and inevitably to 6G, planning for TSP will need to incorporate these technological upgrades and as such, further study is necessary. An implementation plan is key in laying the groundwork for TSP viability. Bus service improvements will help all, from those

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making bus their sole travel mode, to those choosing it as a part of their multi-modal travel along with rail (CTA or Metra).

Local Technical Assistance and the Formation of Collaborative Planning Efforts.

For TSP to work in Chicago, CTA-CDOT coordination is crucial. This project involves a consultant to do the in-depth research to find what works best for both CTA and CDOT to provide the most practical, effective TSP architecture. This roadmap can also provide support and direction for Pace, as well as interoperable TSP for both transit agencies. The technical assistance will ensure coordinated planning efforts among the three agencies so the TSP bus system can be reliable for riders across services.

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

The TSP Roadmap Plan would meet the ON TO 2050 goals most directly noted in the Mobility and Environmental Chapters as follows:

- “A modern multimodal system that adapts to changing travel demand” as the project would lay the groundwork for a modernized bus system providing faster service in real time.
- “A system that works better for everyone” as buses provide an affordable and ADA-accessible travel option throughout the city, and bus coverage is more geographically complete than rail coverage. Improvements to the bus system benefit the city’s population in an equitable way.
- “Making transformative investments” by setting the stage for a major technological enhancement of the existing bus system. The Roadmap will allow CTA to make decisions about future uses of TSP as existing technology ages out of use.
- “A region prepared for climate change” by efficiently moving buses so greenhouse gas emissions are reduced. With an effectual TSP system, TSP enabled buses may not have to sit idle as they wait for intersection signal to change to green.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The TSP Roadmap would contribute to the following ON TO 2050 recommendations:

- **Makes Transit More Competitive.** The project will improve the customer experience by speeding bus travel times and increasing reliability through congested city streets. This service improvement will encourage bus ridership as a mode choice.
- **Leverages the Transportation Network to Promote Inclusive Growth.** This equitable investment in CTA’s existing city-wide bus network will provide improved service for bus users, many of whom are transit dependent. These users may also be more likely to be riding in locations not well served by other transit options and far from employment and commercial opportunities.

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<p>Is this project a continuation of previous work? If so, please explain.</p> <p>CTA has implemented TSP on three corridors in Chicago, with an already funded project to finish the other half of one of those corridors in the near future. This project would not be a direct continuation of what is already done, but it will help to facilitate TSP’s continued project life in Chicago.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>All Chicagoans will benefit from this project which has the ultimate goal of providing faster, more reliable bus service. This will help to retain current riders and attract additional riders.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>CTA Operating Funds</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Draft TSP Roadmap Plan	Report	Q2 FY 2022
Final TSP Roadmap Plan	Report	Q3 FY 2022
TSP Implementation Plan	Report	Q4 FY 2022

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Completion of Final TSP Roadmap Plan	100% completion of document	Q3 FY 2022
Completion of TSP Implementation Plan	100% completion of document	Q4 FY 2022

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	No funding for CTA's Planning staff is requested
Overhead Cost associated with this Project	\$10,000
Total Person Months	15
Consultant Cost	\$365,000
Other Costs (provide details below)	\$0
Total Project Cost	\$375,000
Please specify the purpose of consultant costs	
Consultant expertise is required to support the research and planning efforts. Consultant expenditures will occur throughout the duration of the project.	
Please specify the purpose of other costs	
N/A	
Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.	
Please see attachments: 1) Overall Budget Breakdown and 2) Quarterly Spend Plan	

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Project Title	Metra Downtown Connections Study
Sponsoring Agency	Metra
Federal Amount Requested	\$ 236,000
Local Match Amount	\$ 59,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$ 295,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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 <i>2016 and 2019 Origin/Destination Surveys</i> (“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 <i>Transportation Network Providers and Congestion in the City of Chicago</i> 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.</p> <p>Metra proposes the <i>Metra Downtown Connections Study</i> (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</p>

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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.

Major Tasks (up to 20)

1. Metra staff draft Request for Specific Services (RFSS) and draft Scope of Work (SOW) that meets established procurement standards; Metra staff circulates SOW to select staff at CTA, CDOT, and CMAP for feedback;
2. Metra solicits a response from Metra's previously contracted Strategic Capital Planning On-Call Consulting Team to this RFSS and SOW. [If it is determined that using Metra's On-Call consultant is not possible, Metra will solicit a new consultant contract through a formal bid and procurement process.]
3. Consultant, Metra, and project partners define preliminary study area boundary, generally focusing on downtown Metra stations and the greater Downtown Chicago area;
4. Consultant collects information, data, and performs field work on the operation of private shuttles in the study area. Consultant presents initial findings to Metra, including not limited to:
 - a. the number of private shuttles in operation, the frequency of which they operate, the capacity and ridership of each private shuttle, the routes and stops each private shuttle offers, the cost to ride private shuttles (if any), and other relevant data.
5. Consultant collects additional data applicable to the study area, including but not limited to:

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- a. Metra: 2016 and 2019 Origin/Destination Survey data, transit service frequency, and ridership data;
 - b. CTA: relevant CTA origin and destination surveys, transit service frequency, ridership data;
 - c. City of Chicago / CDOT: private shuttle registration data, private shuttle boarding/alighting locations, TNP boarding/alighting locations and volume, Divvy bike-share data, Average Daily Traffic (ADT) counts data;
 - d. U.S. Census Bureau: LEHD data, LODES data, and additional data as needed.
6. Consultant compares the operations of private shuttles with existing public transit services that have comparable routes and frequency with the assistance of ArcGIS. Consultant creates ArcGIS map(s) and data shapefile data layer to document private shuttle routes and populated with relevant attribute information. Consultant provides Metra with ArcGIS files and includes maps and diagrams in the final study report document (Major Task #10).
 7. Consultant analyzes the collected data to identify areas that are underserved by the combined network of connecting services and determine untapped markets where future outreach and marketing efforts can be targeted.
 8. Consultant develops short, medium, and long-term recommendations to improve connecting service for Metra commuters to and from downtown stations including but not limited to:
 - a. Developing strategies to address untapped transit markets
 - b. Addressing areas of potential increased efficiencies of service
 - c. Identifying gaps in connecting service coverage
 - d. Improving the allocation of curb space in particularly highly congested areas outside the Metra terminals
 9. Consultant presents recommendations to Metra and project partners. Metra and project partners provide critical feedback on the feasibility of recommendations and consultant shall make revisions as needed.
 10. Consultant documents the study findings, all products from Work Tasks 3 through 8, and the study methodology in a detailed, graphically-assisted report. Metra and project partners provide critical feedback on the report draft and consultant shall make revisions as needed.
 11. Consultant creates a presentation and presents study results to key stakeholders and other audiences.
 12. Metra staff will provide findings, final report document, and slide deck to project partners and publish all materials on a publicly available webpage.
 13. Metra Strategic Planning & Performance Division staff will complete quarterly and final reporting as per BOBS 2832.

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

Studying the mode shift of Metra commuters from CTA connecting services to private shuttles and TNPs will provide critical information to facilitate the **Modernization of the Public Transit System** and make the transit system more competitive. Metra's UWP-funded Origin /

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Destination Surveys identified that private shuttles and TNPs are increasingly utilized to complete trips to and from downtown Metra stations. The proposed study will develop strategies to respond to the mode shift and grow transit ridership across the board on both Metra and CTA, but particularly in markets that are currently underserved.

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

The proposed *Metra Downtown Connections Study* aligns with the ON TO 2050 **Prioritized Investment** principal. The study will help close a knowledge gap to enable Metra and its partners—namely CTA and CDOT—to inform potential future capital investments and alterations of transit service. Modes of access and egress between downtown Metra stations are increasingly shifting to private shuttles and TNPs. The study will provide quantitative data recommendations to assist Metra and its partners to prioritize investments that will better serve the commuters using private shuttles and TNPs. The results of the study will inform strategic responses to manage the externalities of private shuttles and TNPs in the Downtown Chicago area and modernize public infrastructure and transit service.

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

The study will provide information to Metra and its partners to address increasing roadway traffic congestion caused, in-part, ingress and egress from downtown Metra stations. CMAP has identified congestion as a significant problem in the region that negatively impacts economic development and air quality. The City of Chicago’s TNP Report states that Chicago “has experienced a significant uptick in congestion across all vehicle types,” however, the TNP Report did not investigate the role of private shuttles. The proposed study will provide Metra with data and recommendations to determine how riders that have shifted to private shuttles and TNPs can be better served by transit, which may reduce congestion in the Downtown Chicago area.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The proposed *Metra Downtown Connections Study*, and policy and investment decisions Metra and its partners may implement following the study, will support ON TO 2050’s **Prioritized Investment** recommendation. This study will help fill the knowledge gap that currently exists, particularly as it relates to the operations of private shuttles and therefore better inform the decision-making process for how scarce capital and operating resources are used to best grow transit ridership.

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

The project will utilize many existing studies and surveys including Metra’s Origin/Destination Surveys funded in previous UWP Competitive grant cycles. This study will also build off of and

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coordinate with CDOT's FY2021 UWP proposal for pedestrian traffic data collection in the Central Area.

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

The study will primarily benefit Metra, CDOT, and CTA and transit riders on all modes of transit. We anticipate that the availability of the final products of this study will also benefit CMAP, RTA, and state and local decision-makers.

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

Metra funds (Non-Federal).

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Quarterly Reporting to CMAP	BOBS 2832 Reporting	Q3, Q4 of 2020 Q1, Q2 of 2021
Draft Study from Consultant	Draft Study document	Q1 of 2021
Final Study from Consultant	Final Study document	Q2 of 2021
Slide deck from Consultant	Presentation slide deck	Q2 of 2021
Final Reporting to CMAP	BOBS 2832 Reporting	Q2 of 2021

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Contract Expenditures	% of total project cost expended	Q3, Q4 of 2020 Q1, Q2 of 2021
Consultant recommendations	Develops at least three (3) recommendations	Q1 of 2021
Final Report	Issuance of Report by the estimated completion date	Q2 of 2021
Slide deck and presentation	Issuance of slide deck and presentations to relevant Boards and Committees	Q2 of 2021

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$ 0
Overhead Cost associated with this Project	\$ 0
Total Person Months	N/A
Consultant Cost	\$ 295,000
Other Costs (provide details below)	\$ 0
Total Project Cost	\$ 295,000
Please specify the purpose of consultant costs	
<p>A task order contract will be executed with a consulting firm to complete the Metra Downtown Connections Study. The consultant will be responsible for performing the activities described in the Major Tasks, detailed above, with Metra staff supervision and occasional working group meetings involving partner agencies.</p>	
Please specify the purpose of other costs	
N/A	
Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.	
<p>A Spend Plan for this project is attached to this application.</p>	

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Project Title	Pace ADA Paratransit Customer Satisfaction Survey/Pace Vanpool Customer Satisfaction Survey
Sponsoring Agency	Pace Suburban Bus
Federal Amount Requested	\$120,000
Local Match Amount	\$30,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$150,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>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.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Review Existing Pace Research and Industry Best Practices and Recommendations; 2. Develop and Validate an ADA Paratransit CSI Tool; 3. Develop Sampling and Survey Administration Plans that Include an Evaluation of the Feasibility, Accuracy, and Integration of an Online Survey Approach; 4. Design, Print, Package, and Ship Survey and Promotional Materials; 5. Administer Surveys, Collect Data, and Enter Responses into Secure Data Files; 6. Create an Analysis Plan and Analyze Data; 7. Generate Reports of Findings and Actionable Recommendations; 8. Repeat the same Seven Tasks for the Pace Vanpool Service Customers.
<p>Competitive Justification (please identify the regional focus area associated with this project)</p> <p>These projects cover the entire regional ADA and Vanpool Markets. The project will lead to regional improvements and modernization of not only ADA and Vanpool, but the entire Public Transit System.</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>

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In addition to the modernization of the public transit system in the six-county Pace ADA region, performing a customer satisfaction survey will lead to the improvement of service for ADA riders in this six-county region, often seniors or people with disabilities. It will also offer improvements to the Pace Vanpool Program which will reduce emissions and congestion on the region's roadways.

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 help improve mobility and quality of service for users of the paratransit and vanpool services, as well as offer ways to improve the efficiency of the service. By increasing efficiency and encouraging more people to use the service, Pace is working toward reducing congestion and reducing emissions throughout the region.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

The project contributes to the expansion, coordination, and modernization of the transit system to improve service for Pace's customers in the vanpool and Paratransit systems. In addition, it contributes to the general goals including in the sections regarding Community, Prosperity, and Mobility as included in GOTO 2050.

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

This is a time series based project designed to understand Pace customer experiences so that Pace can better meet customer needs. In 2010, 2013, and 2018 Pace conducted ADA Paratransit and Vanpool Customer Satisfaction Surveys. The new ADA/Vanpool Customer Satisfaction Survey will provide insights about the trend/change of Pace ADA Paratransit/Vanpool customers' experience with Pace services and identify improvement needs for Pace management.

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

Pace and other transportation and planning agencies such as CMAP and the RTA will benefit from the findings about Pace ADA/Vanpool customer experiences, especially from a time-series perspective. Pace ADA/Vanpool customers will benefit from improved and more efficient services generated from the insights this report will provide.

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

Pace Internal Funds.

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Summary report of key findings from recent Pace customer satisfaction and loyalty research, industry best practices and recommendations for customer satisfaction and loyalty research, and recommended application of best practice models to the Pace ADA Paratransit/Vanpool CSI survey process	In-House/ Consultant	Month 1
A recommended Vanpool/ADA Paratransit Customer Satisfaction Survey tool	In-House/ Consultant	Months 2 - 3
Sampling and survey administration plans for the Vanpool/ADA Paratransit CSI survey tools that integrate options for incorporating an online approach where appropriate	In-House/ Consultant	Months 3 - 4
Form design proofs and final proofed copies of all Vanpool/ADA Paratransit CSI materials	In-House/ Consultant	Months 4 - 5
Surveys mailed to randomly selected to participants and returned completed.	In-House/ Consultant	Months 5 - 6
Data collected and summarized in Pace-approved format on Pace-approved media.	In-House/ Consultant	Months 8 - 9
Begin report of ad hoc preliminary and final survey findings.	In-House/ Consultant	Months 9 - 10
Final report of Vanpool/ADA Paratransit survey findings.	In-House/ Consultant	Months 11 - 12

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

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Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Plans Completed	Survey Instrument and Survey Plan Complete	End Q2 2022
Surveys Returned and Completed	Surveys returned and compiled	End Q3 2022
Data Compiled and Preliminary Report Started	Data Compiled and Preliminary Report Started	End Q4 2022
Final Report	Final Report edited, completed, and made public	End Q1 2023

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

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Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	0
Consultant Cost	\$150,000
Other Costs (provide details below)	\$0
Total Project Cost	\$150,000
Please specify the purpose of consultant costs	
To develop and conduct ADA Paratransit and Vanpool CSI	
Please specify the purpose of other costs	
<p>Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.</p>	