Agenda Item No. 6.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: UWP Committee

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

Date: February 7, 2019

Re: FY 2020 UWP Proposals

On January 2, 2019, a Call for Projects was made for FY 2020 UWP proposals. Sixteen total proposals were received with 8 for core projects and 8 for the competitive projects. It is anticipated that the FY 2020 UWP mark (federal plus required match) will be $22,672,156. Presentations of all the proposals will be made to the UWP Committee at its meeting on February 13 at 1:00pm, with ranking of the competitive proposals due by February 27, and final approval of the FY 2020 program at its March 13 meeting.

The chart at the end of this report reflects the approved amounts for the FY 2019 funded projects and the FY 2020 proposal amounts. In all cases, the federal funds are being requested at the 80% level. The chart reflects both the federal funds and the total project cost.

CORE PROPOSALS

CMAP – MPO Activities

CMAP is responsible for the implementation of the region's long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning. The FY 2020 core proposal for CMAP is $18,049,491; an increase of approximately 7.4% over last year funding of $16,812,337.

Chicago Department of Transportation – Chicago Transportation Planning and Programming

The purpose of this project is to support the CMAP regional objectives as an MPO by ensuring the City of Chicago's participation in CMAP's transportation planning and programming

processes including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the general public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process. The FY 2020 core proposal for CDOT is $883,250; an increase of approximately 2% over last year funding of $866,250.

County – Will County Countywide Intelligent Transportation Systems (ITS) Study
As one of the fastest growing counties in the nation, Will County has seen significant growth over the last 3 decades and projected to continue to see growth into the future. Will County experiences right-of-way (ROW) constraints on it's County Highway System and a number of highways on its system are at a maximum footprint. In order to be able to move additional traffic increased population creates, and to be ready for changes in technology, the County needs to study its options for the utilization potential of ITS systems on its network. The FY 2019 program funded the Cook County Transit Study at $312,500. The FY 2020 core proposal for Will County is for $300,000; a decrease of 4% from the County request in FY 2019.

Council of Mayors – Subregional Transportation Planning, Programming and Management
To provide for strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. The FY 2020 core proposal for the COM is $2,068,949; an increase of approximately 12.8% over last year funding of $1,834,158. This increase also includes an overmatch by the COM for $231,857.

CTA – Program Development
The purpose of this project is to support regional objectives by providing for the Chicago Transit Authority's (CTA) strategic participation in the region's transportation planning process, including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans. The FY 2020 core proposal for CTA is $593,750; an increase of approximately 13.1% over last year funding of $525,000.

Metra – Program Development
The Program Development and Asset Management group programs the one-year and 5-year Capital Program for Metra. This program is made up of federal formula funds, RTA bonds, federal, state and local discretionary funds, RTA ICE funds, as well as Metra farebox funds. Asset Management staff recently joined program development to assist in capital programming. The FY 2020 core proposal for Metra is $450,000; an increase of approximately 7.1% over last year funding of $420,000.

Pace Smart Mobility Initiative
Pace RideShare would like to offer carpool participants a standardize cost for carpooling service. Currently, the software only matches drivers and riders. Outside of the software, Pace

carpool drivers can charge riders any rate per mile that the rider is willing to pay. Some riders have no other option to work so carpool rates can have a serious impact. Pace would like to include payment within the software, so it guarantees a consistent and affordable experience for all participants.

With this grant, Pace would like to research and develop a price model for carpool service and define the business rules needed to load this fare structure into the software. Pace would also like to research and identify attractive incentives to encourage drivers to begin carpooling as well as grow their carpool into a Pace Vanpool.

In addition, this work could be applied to future projects and expansion of on-demand services. The FY 2020 core proposal for Pace is $135,000; an increase of approximately 63.6% over last year funding of $82,500.

Pace – TIP Development and Modeling
The program develops a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois Region, which is consistent with and in support of the five-year regional TIP. Pace submitted this core proposal at the same funding level as the previous year, $75,000.

COMPETITIVE PROPOSALS

CMAP, with suballocation to RTA, depending on Projects – Local Technical Assistance and Community Planning Programs
This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation 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 2018 call for projects occurred between September 6, 2018, and October 26, 2018. If the full requested level of funding and match is awarded it will support in whole or in part approximately **5** local plans led by CMAP and **1** plan let by RTA. The project selection process is still underway however, it is anticipated that the CMAP projects will include two transportation plans, a transit area land use plan, and two comprehensive plans; and the RTA projects will include a transit corridor assessment. The program was funded at $590,308 for FY 2019 and is requesting $700,000 for FY 2020.

Chicago Department of Transportation – Economic Benefits of Walkable Liveable Streets
Through its Livable Streets Program the City seeks to create streets that support community identity, promote walkability, sustainability, safety, and connectivity for all users. The implementation of walkable livable streets along the City of Chicago's commercial corridors, supports their essential role in creating vibrant and economically prosperous communities. The physical benefits of streetscape infrastructure improvements, and their key role in supporting a neighborhood's character, are widely accepted in the planning profession. However, the economic benefits that these physical improvements bring to the local business community, adjacent neighborhoods, the City, and the region as whole, are less tangible.

This study proposes to evaluate the economic impact of walkable livable streets in the City of Chicago to determine how the economic health of neighborhoods is impacted as a result of streetscape and infrastructure improvements. CDOT will examine pre- and post-construction

data along recently revitalized commercial corridors (10 years or less) to quantify the economic benefits gained as a result of infrastructure investments. The data analysis will include, but is not limited to, changes in property values, sales data, and retail space vacancy rates. A variety of project types will be evaluated, and their scalable economic impacts will be presented. CDOT will also work with adjacent municipalities such as Evanston and Oak Park to gather additional information on how livable street projects have impacted commercial corridors in nearby suburbs.

The study findings will help CMAP and CDOT get a better understanding on the economic impacts of walkable livable streets, leverage additional transportation funding for these efforts, and prioritize areas of necessary investment to promote future growth. CDOT in FY 2019 had one competitive project funded at a level of $130,000. FY 2020 funding for this project is requested at $250,000.

Chicago Department of Transportation – North Grant Park – Streeterville Transportation Demand Management Plan

The purpose of this Plan is twofold. First, to understand the complex multimodal dynamics that create gridlock for the crossroads of Illinois's densest concentration of residents, employers, educational institutions, medical services and cultural attractions within the North Grant Park and Streeterville neighborhoods of Chicago (see Attachment 1, which shows the study area map and boundaries). Second, generate actionable solutions and recommendations through a transportation demand management (TDM) plan.

The proliferation of special-use modes such as TNPs, taxis, tour group and school trip buses, commuter shuttles, and tourist trolleys all compete for the same road space, whether it be within roadway lanes or loading zones that become de facto pick up/drop off points. These modes can also impact the efficient flow of traffic through behaviors such as, but not limited to, double parking and queuing in roadway lanes. This often negatively affects other modes, specifically CTA bus service, bicyclists and pedestrians. Patchwork accommodations for special-use modes are not enough as density increases and more visitors flock to Illinois's top destinations. A coordinated TDM plan will re-imagine existing infrastructure to meet future special-use mode demand, incentivize efficiencies, leverage public-private partnerships to address mobility needs, and develop policies that proactively manage special-use mode travel behavior. CDOT in FY 2019 had one competitive project funded at a level of $130,000. FY 2020 funding for this project is requested at $400,000.

CTA – South Shops Reconstruction and Reconfiguration Study

The South Shops Reconstruction and Reconfiguration Study (Study) will provide a plan for rebuilding the entire South Shops complex, the Chicago Transit Authority's (CTA) only bus heavy maintenance and overhaul facility. Recognizing today's fiscal landscape, the plan will develop a phased reconstruction strategy aligned with future funding that is likely to be incremental. CTA is prepared to initiate the Study immediately. All components of the Study are scalable. Should CTA receive less than the UWP funds requested, the project can be scaled and still address essential areas where information is required.

A world-class transit agency such as CTA demands a modern, state-of-the-art bus heavy maintenance and overhaul campus. Newer bus heavy maintenance and overhaul facilities are

designed for today's technology and business practices, while older facilities like South Shops fall short of the necessary capacity and capabilities to operate efficiently, demanding extensive upkeep and requiring continual reinvestments in buildings, systems, and mechanical equipment. South Shops is comprised of many buildings that, together, form the South Shops campus. Some buildings are over 115 years old (e.g., Bus Overhaul Shop, Power Plant) and others were built more recently to address evolving needs and business practices (e.g., Major Overhaul Shop). Many of these buildings' systems (i.e., mechanical, electrical, plumbing, fire safety, HVAC) have been added to or renovated throughout the years, creating a mix of conditions that do not support today's needs or tomorrow's possibilities. Due to its age and condition, much of South Shops' is insufficient to meet current needs. As a result, South Shops has a condition rating of 1 out of 5, the lowest rating possible for a CTA facility.

Over the decades, bus technologies have evolved as have maintenance practices and other related activities – all of which have been shoehorned into a facility designed for 20th Century bus operations. CTA's ability to optimize its bus operations is constrained by obsolete facilities like South Shops that can no longer provide an efficient working environment. Poorly functioning building support systems, inefficient configuration, inadequate space to accommodate next-generation buses, and the significant deterioration of existing buildings and operational equipment severely limit its rehabilitation possibilities – a long-term plan that completely rethinks the South Shops campus is crucial to South Shops' ability to efficiently perform its essential daily functions. CTA in FY 2019 had one competitive proposal funded at $408,500. The proposal request for FY 2020 is $1,200,000.

CTA – Chicago Bus Priority Network Plan

The Chicago Transit Authority (CTA) and the Chicago Department of Transportation (CDOT) are collaborating to develop a citywide Bus Priority Network Plan (BPNP) for Chicago that would identify corridors where bus enhancements are most appropriate based on high ridership, slow bus travel times, and other relevant factors. The BPNP would also include a toolbox of bus-priority street treatments for the City of Chicago that would be considered for application in these corridors, ranging from small adjustments to pavement markings and curbside uses, to sophisticated signal changes and bus-only lanes. The BPNP would not assign particular treatments to specific corridors; that would be done as part of subsequent corridor-specific planning studies.

The BPNP would complete the CDOT suite of Complete Streets guiding documents that currently includes the Chicago Pedestrian Plan and the Streets for Cycling Plan 2020. In fact, the Complete Streets Chicago Design Guidelines document explicitly anticipates an overlay typology of Transit Priority Street that has not yet been developed; the BPNP would fill this gap (all three CDOT guiding documents can be found under "Resources" at chicagocompletestreets.org). Completing a BPNP is also one of the commitments made by the City of Chicago for the Bloomberg American Cities Climate Challenge.

A great deal of technical work to identify the appropriate corridors has already been completed by CDOT and CTA. As a result, agency staff can complete the tasks of identifying a draft network of streets. Staff can also identify an initial toolbox of treatments and a set of brief case studies to illustrate the effectiveness of the toolbox techniques.

CTA and CDOT are seeking funding for a consultant to develop public-facing materials describing the draft network, toolbox, and case studies, and to support the planning and execution of a robust, citywide community outreach and public involvement effort for the BPNP. Engaging key stakeholders and the general public to review and comment on the network and other plan elements is essential to the success of the BPNP. Without public understanding and acceptance of such a plan, making bus improvements will continue to be a block-by-block effort that can easily be waylaid by any number of conflicts with parking, loading, and other competing uses for limited streetspace. Achieving public consensus on which streets may be designated as "bus priority" and public understanding that other complementary streets may be prioritized for other modes, can lay the foundation for a program of small and large projects that show consistent, tangible progress towards making buses faster and more reliable.

Because the technical work is already essentially complete, the project could begin as soon as funding is available. The consultant would assist in making technical aspects of the plan more digestible for a public audience by developing graphics and additional written content for the draft and final versions of the BPNP. The consultant would develop and execute a public engagement plan that aims to engage both bus riders and non-riders who could be affected by the implementation of the plan, including residents and businesses along the corridors that comprise the network. The details of the public engagement plan would be developed by the consultant, but would include in-person public meetings throughout the city as well as some combination of mechanisms that can be used to reach a broader audience (e.g., online, text, signage on buses, pop-up meetings, etc.). After the public engagement phase is complete, the consultant would then synthesize the feedback received and work with CTA and CDOT staff to determine how to revise and produce a final plan.

This project is scalable, especially with respect to public outreach, although a more comprehensive approach that includes a relatively high number of neighborhood-based in-person public meetings as well as lower cost web, media, and social media components, is preferred in order to reach multiple stakeholders.

CTA is the lead agency with respect to this application, and if successful, the consultant contract anticipated would be executed by CTA, but the project is conceived as an interagency project and would be managed in close coordination and partnership with CDOT. CTA in FY 2019 had one competitive proposal funded at $408,500. The proposal request for FY 2020 is $375,000.

Lake County – Single Occupancy Vehicle (SOV) Reduction Study

As an implementing agency, LCDOT wants to use all the available "tools in the tool box", and to look beyond simply widening and expanding the roadway network to accommodate increased demand on our transportation system. LCDOT desires to conduct a study to ensure the County is making appropriate investments with the limited resources that are available. This study will determine and explore a full range of strategies that can be used to enhance mobility and improve quality of life by reducing the amount of single occupancy vehicles trips in Lake County.

LCDOT plans to focus recommended strategies on commuter trips because they are typically predictable, repeated and concentrated in peak hours. Generally, commuters take the same

route, day after day at roughly the same time. LCDOT recognizes that in a suburban county like Lake County, the car is the dominant mode of transportation, however with a workforce of nearly 400,000 even a modest reduction of 2-3% in SOV reduction would likely mean 8,000-10,000 fewer vehicles on the system daily, which would improve travel on the transportation system.

The industry term for these types of strategies is Travel Demand Management (TDM) programs. This study will identify cost effective strategies that can shift some of those people from driving a car by themselves to another mode, and this will make the entire transportation system more efficient for all residents. Lake County did not have a competitive proposal funded in FY 2019. In FY 2020, Lake County's proposal request is $587,000.

Metra – Rock Island Electrification Study

Metra proposes a *Rock Island District Electrification Feasibility Study* to evaluate rolling stock alternatives (e.g. highliners, battery-powered, or hydrogen fuel cell), required infrastructure (e.g. catenary, charging infrastructure, hydrogen refueling infrastructure), and service plan scenarios (e.g. travel time savings and/or increased service). The study will estimate capital costs and operating and maintenance costs, develop ridership forecasts, and estimate benefits. In FY 2019, Metra had one competitive proposal funded at $377,500. Metra's FY 2020 request for funding for this proposal is $300,000.

Pace – Suburban Bus Capital Facilities Planning

As part of Pace's long-range plan, the agency has identified 11 of the region's expressways and 24 arterial roadways for implementing high-speed, limited stop express service. Pace has begun to implement this plan by working with the Illinois Department of Transportation (IDOT) to introduce bus-on-shoulder operations on I-55 and I-94. Pace has also worked with the Illinois Tollway to introduce service on the I-90 Flex Lane and is investigating similar service along I-294 with the Tollway's construction of Flex Lanes along that roadway. In 2019, Pace will begin operating its first arterial rapid transit service, the Pulse Milwaukee Line. This line will kick off the implementation of the 24-line high speed arterial grid, which will provide high-frequency, limited stop service augmented by transit signal priority and enhanced station areas. Over the next decade, Pace is working to bring Pulse service to Dempster Street, Halsted Street, 95th Street, Cermak Road, Harlem Avenue and Roosevelt Road.

These high frequency services will continue to enhance the transit network of Northeastern Illinois by offering fast and reliable service that can compete with the personal automobile. Ridership on current rapid transit services has grown markedly, with I-55 showing a 600 percent increase since 2011 and I-90 showing a 40 percent increase since 2016. Estimates for the Pulse Milwaukee Line anticipate a 25 percent increase in passenger activity compared to existing fixed route ridership in the corridor.

As Pace looks to increase investments in growth markets while maintaining a vast network of ever-changing fixed route, demand-response, Vanpool and paratransit services, there is a growing need to evaluate the capacity of garages, maintenance and administration facilities.

Pace is currently developing service implementation goals and a near-term action plan as part of an effort to update the agency's Vision Plan (late 2019 completion expected). Pace has also recently completed a Transportation Asset Management (TAM) Plan.

Leveraging the information, goals and recommendations from these and other regional planning efforts, this study will primarily focus on evaluating the need for additional support facilities such as garages, transit centers, park-n-ride lots, transfer facilities, and bus turn-around sites, which will assist Pace in continuing to deploy public resources in an efficient and equitable manner across the region.

Under this framework, Pace will work with a contractor to perform an in-depth analysis of existing and future needs for facilities, which will include but is not limited to site locations, capacity, capability, utilization and condition. From this analysis, a prioritized list of projects will be developed to assist Pace in strategically investing capital dollars that support the agency's business plan. Pace did not have a funded competitive proposal in FY 2019. In FY 2020, this proposal request is for $420,000.

FY 2020 – UWP All Proposals Summary

		FY 2019 Actual		FY 2020 Proposed	
Agency	**Project Title**	**Federal**	**Total**	**Federal**	**Total**
Core					
CMAP	MPO Activities	$13,449,870	**$16,812,337**	$14,439,593	**$18,049,491**
City of Chicago (CDOT)	City of Chicago Transportation and Programming	$693,000	**$866,250**	$706,860	**$883,575**
Council of Mayors*	Subregional Transportation Planning, Programming, and Management	$1,467,326	**$1,834,158**	$1,469,673	**$2,068,949**
CTA	Program Development	$420,000	**$525,000**	$475,000	**$593,750**
Cook County	Cook County Transit Study	$250,000	**$312,500**		
Will County	Countywide Intelligent Transportation System (ITS) Study			$240,000	**$300,000**
Metra	Program Development	$336,000	**$420,000**	$360,000	**$450,000**
Pace	Rideshare Services Program (Smart Mobility Initiative)	$66,000	**$82,500**	$108,000	**$135,000**
Pace	TIP Development and Modeling	$60,000	**$75,000**	$60,000	**$75,000**
Total of Core		**$16,742,196**	**$ 20,927,745**	**$ 17,859,126**	**$ 22,555,765**
*Proposed Local Match includes and overmatch of $231,857.75					

		FY 2019 Actual		FY 2020 Proposed	
Agency	**Project Title**	**Federal**	**Total**	**Federal**	**Total**
Competitive					
CMAP/suballocation to RTA	*Local Planning Assistance - Community Planning Program*	$472,246	**$590,308**	$560,000	**$ 700,000**
CDOT	Economic Benefits of Walkable Livable Streets			$200,000	**$250,000**
CDOT	North Grant Park - Streeterville Transportation Demand Management Plan			$320,000	**$400,000**
CDOT	*Complex Intersections Framework Plan*				
CDOT	*New Mobility Impacts Study and Synthesis*				
CDOT	*Vision Zero South Side*	$104,000	**$130,000**		
City of Chicago Heights	*Sidewalk Neighborhood Improvement*				
CTA	*Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion*	$326,800	**$408,500**		
CTA	South Shops Reconstruction and Reconfiguration Study			$960,000	**$1,200,000**
CTA/CDOT	Chicago Bus Priority Network Plan			$300,000	**$375,000**
Lake County	Single Occupancy Vehicle (SOV) Reduction Study			$469,600	**$587,000**
Metra	*Origin-Destination Survey*	$302,000	**$377,500**		
Metra	*Train Asset Mgmt. (TAM) Support Tool Development*				
Metra	Rock Island Electrification Feasibility Study			$240,000	**$300,000**
Pace	Pace Suburban Bus Capital Facilities Planning			$350,000	**$420,000**
Pace	*Dynamic Pricing Strategies Planning Model*				
Pace	*I-294 Transit Market Assessment*				
Total of Competitive		**$1,205,046**	**$1,506,308**	**$3,399,600**	**$4,232,000**
Total Programs		**$17,947,242**	**$22,434,053**	**$21,258,726**	**$26,787,765**
UWP Mark		**$17,947,242**	**$22,434,053**	**$18,137,725**	**$22,672,156**

italics-grey *represents projects applied for, but did not receive funding in previous UWP FY19*

italics-red ***represents projects applied for, approved, but received less funding than original proposed FY19 budget***

italics-blue ***represents projects applied for and funded in previous UWP FY19***

ACTION REQUESTED: Discussion

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