

FY 2011 UWP Proposal Submittals

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Project Title	Congestion Management Process
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$716,775/895,969
Local Match Amount	\$179,194/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$895,969/895,969

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Description and Justification

Brief Description: This program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed will include intelligent transportation systems, freight analysis and planning, bicycle and pedestrian policies, transportation system performance monitoring, data collection and monitoring, and the creation of a Regional Transportation Operations Coalition (RTOC), a new institutional forum to address regional operations.

Major Tasks (up to 20)

1. **Regional Transportation Operations Coalition:** The Regional Transportation Operations Coalition (RTOC) will establish an institutional forum and structure where regional operations can be addressed across jurisdictional boundaries to improve transportation system performance. RTOC would encompass all the aspects of transportation management and operations in the northeastern Illinois region. The coalition would help advocate for the collaboration and coordination in: regional data archiving and system monitoring; traffic signalization improvement, including transit signal priority, as appropriate; freight/intermodal management; arterial and freeway management; cooperative funding; construction coordination; innovative operations project identification ; and bottleneck identification and elimination. Specific RTOC endeavors for 2011 include "CREATE for Trucks" program planning and implementation, creation of the regional transportation data archive, and working toward a regional or state-wide advanced traveler information system.
2. **Transportation System Performance Monitoring.** This project supports regional transportation system data collection and analysis in support of the Congestion Management Process. The project also provides data input for regional transportation performance measures included in the Indicators Project.
3. **Congestion Management Strategy.** In cooperation with our partners, this project identifies, evaluates, and implements, as appropriate, strategies to address regional congestion. The project provides primary input for the Congestion Management Process. This element will also include the promotion of best practices to reduce congestion in metropolitan Chicago, consistent with the GO TO 2040 Plan, focusing on actions local communities can take to improve transportation system performance.
4. **Intelligent Transportation System Planning.** This element supports regional Intelligent Transportation Systems (ITS) implementation within the metropolitan transportation planning process. ITS facilitates more efficient use of transportation resources by providing information on incidents, congestion, and other operations characteristics. ITS is used for both transportation planning and daily operations

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Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

The Congestion Management Process is a core MPO activity.

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

Yes, it is an ongoing program.

Is this project regional in scope? Please explain.

The Congestion Management Process is regional in scope, since congestion affects urban and suburban sections of the area. Looking to the future, good planning will reduce future congestion as additional rural areas are developed

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

All travelers will benefit from improved transportation system performance. Economic benefits will also accrue to businesses and their customers as shipping delays are reduced.

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

Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.

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Products and Completion Schedule		
Product	Product Type	Completion Date
RTOC: Create Forum for Partner Agencies to Collaborate on Operations-Related Projects. Suggested projects include multi-modal signal timing issues, including transit priority, arterial incident management, and advanced traveler information systems	Outside distribution	Ongoing
Performance Monitoring: Prepare Reports of Transportation System Performance and related transportation datasets for inclusion in the indicators project. Data topics include congestion, reliability, safety, VMT, accessibility for people with disabilities, on-time performance, travel choices, maintenance and operations	Outside distribution	June 2011
Congestion Management Strategy: Prepare materials to explain and promote congestion management strategies for local communities	In-house	June 2011
Congestion Management Strategy: Prepare research reports on congestion management strategies for continued consideration by MPO stakeholders and partners..	In-house	June 2011
RTOC: Hold bi-monthly or quarterly meetings	In-house	Ongoing
RTOC: Annual Report outlining RTOCs accomplishments and upcoming objectives.	Outside distribution	June 2011

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Expense Breakdown	
Staff (including overhead) Cost	\$877,569
Total Person Months	66
Consultant Cost	\$
Other Costs	\$18,400
Total Project Cost	\$895,969
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	
Operating and Commodities expenses	

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Information Technology Management
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,056,018/1,320,023
Local Match Amount	\$264,005/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,320,023/1,320,023

Description and Justification

Brief Description: This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the internal infrastructure necessary to generate robust transportation data dissemination applications, documentation of data library management practices, content management systems for transportation datasets, and a query interface and file transfer protocol to permit analysis and visualization of data.

Major Tasks (up to 20)

1. This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the IT infrastructure necessary for staff to develop the long range plan, maintain model development applications and web based data dissemination applications.
2. Perform System Administration and computer staff support through management and maintenance of hardware and software for all CMAP computer systems. Assist staff in the use of computer resources, procurement of computer-related items, supplies, and equipment, including maintenance contracts for computer resources. Assist in the maintenance, development and enhancement of computer procedures that support CMAP administrative functions where support from original vendors is not available.
3. Data Center management and workstation support includes the planning, monitoring, and maintenance of server room space and facilities along with the procurement and maintenance of CMAP computer hardware and application software.
4. Business continuity implementation includes the design, maintenance and development of a key organizational infrastructure functions at a remote location.

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Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

Maintenance of internal infrastructure and the web environment is vital to making data elements of the TIP, Congestion Management Process, the Long Range Transportation Plan, and other vital transportation data accessible to transportation professionals, other planners and policy analysts, and the general public.

In addition to external operations, internal CMAP analytical, administrative, and financial applications are necessary to support core business operations such as; email, Human Resources and Accounting systems.

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

Yes, IT Management is core to CMAP's ability to maintain internal infrastructure and has been ongoing.

Is this project regional in scope? Please explain.

IT Management allows CMAP to engage in regional planning activities.

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

External partners, who benefit from the materials, data, and analysis that CMAP disseminates.

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

Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Functional Interface Between Agency Workstations, Internal Storage Area Network, and CMAP Web services	In-house	Ongoing
Office Technology Systems	In-house	Ongoing
Wiki/CMS Intranet for Internal Network	In-house	Ongoing
Support of Web-Based Data Dissemination Applications	Outside distribution	Ongoing
Support of Model Development Applications	Outside distribution	Ongoing
Support of GIS Applications and Databases	Plan/Program	Ongoing
Business Continuity planning	In-house	Ongoing

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$530,823
Total Person Months	48
Consultant Cost	\$505,000
Other Costs	\$284,200
Total Project Cost	\$1,320,023
Please specify the purpose of consultant costs IT consultants assist in the design, maintenance and monitoring of the CMAP computer system - \$400,000; Web support - \$75,000; Finance server support - \$30,000	
Please specify the purpose of other costs Operating and commodities expense; Software maintenance - \$200,000; Hardware and software purchases - \$80,000	

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Project Title	GO TO 2040
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$655,538/819,422
Local Match Amount	\$163,884/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$819,422/819,422

Description and Justification
<p>Brief Description: This project fulfills the federal requirement for a long range transportation plan as well as the state requirement for an integrated land use and transportation plan.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Continue public and stakeholder engagement on draft plan (begins in FY 2010) and modify plan as necessary based on comments. 2. Develop materials to communicate plan recommendations and priorities to the general public, elected officials, and other key stakeholder groups. 3. Receive approval from Board and MPO Policy Committee for GO TO 2040. 4. Complete graphic design and release final plan and supporting documents. 5. Initiate implementation.
<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</p> <p>This plan is the long range transportation plan and will comply with all relevant federal requirements. CMAP will facilitate the participation of elected officials, agency partners, residents and interest groups into the transportation and comprehensive planning processes.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes. The GO TO 2040 process began in 2007.</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes. GO TO 2040 is a comprehensive plan for the 7-county Chicago metropolitan area.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Targets for the plan's policy recommendations include local governments, federal and state agencies, RTA and the transit service boards, the business community, civic and non-profit organizations, and universities.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
GO TO 2040 Final Plan	Plan/Program	10/31/2010
Communication Materials for GO TO 2040	Outside distribution	6/30/2010

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Expense Breakdown	
Staff (including overhead) Cost	\$628,922
Total Person Months	44
Consultant Cost	\$60,000
Other Costs	\$130,500
Total Project Cost	\$819,422
Please specify the purpose of consultant costs	
Strategic communications	
Please specify the purpose of other costs	
Operating and commodities (meeting expenses, printing, postage)	

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State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	GO TO Implementation: Local Infrastructure
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,452,649/1,815,811
Local Match Amount	\$363,162/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,815,811/1,815,811

Description and Justification

Brief Description: GO TO 2040 supports the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where transportation infrastructure already exists. The plan will recommend that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community.

Major Tasks (up to 20)

1. Transportation and Land Use: Provide technical assistance to local governments regarding planning and implementation of reinvestment strategies in transportation and land use.
2. Transportation and Land Use: Bicycle and Pedestrian planning- in cooperation with our partners, this project identifies, evaluates, and implements, as appropriate, strategies to facilitate walking and bicycling in the region, including for access to transit.
3. Transportation and Land Use: Strategy research and promotion of Transit Oriented Development (TOD) opportunities.
4. Transportation and Land Use: Strategy research on local transportation, land use, and housing issues.
5. Transportation and Land Use- Research Model Ordinances and Innovative Regulatory Mechanisms
6. Transportation and Land Use- Provide assistance using Centers Toolkit, Return on Investment, and Corridor Development Initiative tools.
7. Resource Conservation: Strategy research and technical assistance on retrofits of existing infrastructure.
8. Resource Conservation: Public Information and Education.
9. Resource Conservation: Research on model ordinances.
10. Agriculture and Food Policy: Convene experts, conduct research and analysis and provide technical assistance, as it relates to transportation and land use.

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Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

As the agency responsible for developing the region's comprehensive plan, CMAP should play a major role in seeing that the main plan recommendations are implemented by federal, state and local government agencies and the private sector.

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

CMAP has conducted strategy research in all of the task areas under this project. However, many of the implementation strategies and techniques for FY 2011 will be new.

Is this project regional in scope? Please explain.

Yes, although technical assistance to local governments will be highly targeted based on CMAP's staff capacity. All tasks under this project will involve targeted analysis, assistance and outreach to local governments in different parts of the region.

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

Local governments, private sector, general public.

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

Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Transportation and Land Use: Technical Assistance to Local Governments to Promote Reinvestment in Areas Served by Transportation Infrastructure.	Outside distribution	Ongoing
Transportation and Land Use: Research and Disemmination and Model Ordinances and Codes	Outside distribution	6/30/2011
Transportation and Land Use: Research and dissemination on barriers to reinvestment opportunities	Outside distribution	6/30/2011
Transportation and Land Use: Technical Assistance on housing solutions	Outside distribution	Ongoing
Transportation and Land Use: Federal and State policy and legislative analysis	In-house	Ongoing
Resource Conservation: Recommend updates to existing codes and ordinances.	In-house	Ongoing
Resource Conservation: Public Information and Education	Outside distribution	Ongoing
Transportation and Land Use: Land Use, Housing, and Economic studies to support transportation improvements	Outside distribution	Ongoing
Transportation aspects of agriculture and food policy: Convene Experts, Conduct Research and Analysis and Provide Technical Assistance	Outside distribution	Ongoing

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Bicycle and Pedestrian Transportation Planning: Implement 10 community Soles and Spokes Workshops to explain how to provide safe walkable and bikeable communities. Implement 4 technical Soles and Spokes Workshops to provide training to engineers and planners for the latest techniques in providing safe cycle and pedestrian infrastructure.	Outside distribution	June 2011
Bicycle and Pedestrian Transportation Planning: Prepare blog, web pages, reports, and briefs to explain and promote good practices for local communities	Outside distribution	June 2011

Expense Breakdown	
Staff (including overhead) Cost	\$1,762,411
Total Person Months	156
Consultant Cost	\$8,000
Other Costs	\$45,400
Total Project Cost	\$1,815,811

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Please specify the purpose of consultant costs Intern contract
Please specify the purpose of other costs Operating and commodities

Project Title	GO TO 2040 Implementation: Policy Environment
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$2,952,545/3,690,681
Local Match Amount	\$738,136/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$3,690,681/3,690,681

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Description and Justification

Brief Description: GO TO 2040's approach in this area is to support activities that create a favorable policy environment for sustainable prosperity and regional job growth. Some of the major policy areas to be addressed in this program include transportation finance and tax policy, the relationship between transportation and the regional economy, data sharing, and intergovernmental coordination. A important role for CMAP is to address these broader policy issues by providing data and tracking key indicators, to be used to measure how well the plan is meeting its goals.

Major Tasks (up to 20)

1. Transportation Finance: Continued analysis on transportation revenue options, including federal and state MFT, VMT tax, congestion pricing, value capture for transit, and other innovative options for financing the system.
2. Transportation Finance: Coordinated outreach to partners and legislators.
3. Data Sharing: Regional Indicators Project- continued data acquisition, updating of indicators, and maintenance of Web site.
4. Data Sharing; Regional Indicators Project- Completion and launch of project with Web Data Services and Visualizations.
5. Data Sharing: Technical Assistance to Local Governments.
6. Data Sharing: Convening of stakeholder discussions about how public data should be formatted and made accessible.
7. Data Sharing: Web-based dissemination tools.
8. Data Sharing: User friendly search, query, and visualization products.
9. Data Sharing: Design and Implement a Web-based data exchange medium (data archive) for archived transportation data (resources include transportation operations data and RTAMS).
10. State and Local Tax Policy: Convene stakeholders and analyze state and local tax policy issues in terms of impacts on infrastructure, development decisions, and the regional economy.
11. Transportation and Economic Development: Continue to articulate the linkages between regional comprehensive planing and federal and state investment decisions.
12. Governmental Coordination: Continue to articulate the linkages between regional comprehensive planning and federal and state investment decisions.
13. Governmental Coordination: Convene experts and conduct analysis on opportunities for increased efficiencies in local government services.
14. CMAP's committee structure: staffing and related support
15. Other short-term policy analysis, as needed.
16. Other federal and state legislative analysis, as needed.
- 17.

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Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

As the agency responsible for developing the region's comprehensive plan, CMAP should play a major role in seeing that the main plan recommendations are implemented by federal, state and local government agencies and the private sector.

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

CMAP has conducted strategy research in all of the task areas under this project. However, many of the implementation strategies and techniques for FY 2011 will be new.

Is this project regional in scope? Please explain.

Yes. Policy areas in this project, including transportation finance, tax policy, data sharing and indicators, and transportation/economic development, affect residents and businesses across the 7-county region. CMAP's work in this area will be regional and include both the City and suburbs.

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

Residents, businesses, and local governments across the 7-county region.

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

Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Transportation Finance: Policy Briefs and Strategy Analysis on Topics including MFT, value capture, congestion pricing and other financing tools	Outside distribution	Ongoing
Transportation Finance: Coordinated Outreach	Outside distribution	Ongoing
Regional Indicators Project: Website launch	Outside distribution	Oct 2010
Data Sharing: data acquisition, updating of indicators, web maintenance, Web-Based Disemmination Tools	In-house	Ongoing
Data Sharing: Outreach to Local Governments	Outside distribution	Ongoing
Data Sharing: User friendly search, query, and visualization products	Outside distribution	Ongoing
State and Local Tax Policy: Convene task force and continue strategy analysis	In-house	Ongoing
Transportation and Economic Development- convene stakeholders, continue strategy analysis on issues of innovation and the regional economy and data gaps	Outside distribution	Ongoing
Governmental Coordination: Policy Briefs and Strategy Analysis	Outside distribution	Ongoing
Staff CMAP's committee structure	In-house	Ongoing
Legislative and Policy Analysis	In-house	Ongoing

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Expense Breakdown	
Staff (including overhead) Cost	\$3,043,381
Total Person Months	229
Consultant Cost	\$150,000
Other Costs	\$497,300
Total Project Cost	\$3,690,681
Please specify the purpose of consultant costs Local government liaison - \$50,000; Web management - \$100,000	
Please specify the purpose of other costs Operating and commodities (includes data acquisition - \$350,000)	

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Core Projects Proposal Form

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Project Title	GO TO 2040 Implementation- Regional Infrastructure
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$2,226,751/2,783,439
Local Match Amount	\$556,688/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$2,783,439/2,783,439

Description and Justification

Brief Description: Our region relies on a strong infrastructure system for its future prosperity and livability. GO TO 2040's overall approach in this area is to prioritize infrastructure investments, including both "gray" and "green" infrastructure, to gain the most long-term benefit. Prioritization requires building CMAP's modeling capacity to respond to an expanded array of recommended policy and planning strategies under consideration. It also requires CMAP's ability to maintain high quality data sets.

Major Tasks (up to 20)

1. Transportation Project Assistance: major capital project study assistance for implementing agencies.
2. Analytic Tools and Models: Implementation of multi-year strategic plan for advanced modeling at CMAP.
3. Analytic Tools and Models: Internal Forecasting Data- Socioeconomic Data Inventory
4. Analytic Tools and Models: Internal Forecasting Data- Transportation System Inventory
5. Analytic Tools and Models: Initial Forecasting Data- Land Use Inventory
6. Evaluation Criteria for Local and Regional Infrastructure Projects
7. Green Infrastructure: Accessibility Analysis and Evaluation Criteria
8. Other Policy Analysis as Related to Regional Infrastructure
9. Freight: Identify, assess and implement opportunities for corridor preservation
10. Freight: Identify and promote good practices to facilitate freight movements and mitigate impacts in a variety of land use and development environments.
11. Freight: Strategy analysis and performance measures.
12. Freight: Promote the Chicago region as a development center for freight tracking and freight data-sharing technologies, encourage private sector innovation

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Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

As the agency responsible for developing the region's comprehensive plan, CMAP should play a major role in seeing that the main plan recommendations are implemented by federal, state and local government agencies and the private sector.

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

CMAP has conducted strategy research in all of the task areas under this project. However, many of the implementation strategies and techniques for FY 2011 will be new.

Is this project regional in scope? Please explain.

Yes. Transportation project assistance for highway and transit projects is a service traditionally provided by CMAP for enhancing or expanding the network in various parts of the CMAP 7-county region. All data collection and modeling efforts are regional in scope. Analysis on freight infrastructure as well as green infrastructure also extends throughout the entire region.

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

Transportation implementers, state and local governments, private sector and business community, the general public.

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

Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Transportation Project Assistance for Implementers and Documentation of methods and analyses	In-house	Ongoing
Analytic Tools and Models: Work Plan, Computer Code, Procedures, Documentation	In-house	Ongoing
Analytic Tools and Models: Internally developed datasets for modeling and analysis	In-house	Ongoing
Analytic Tools and Models: Documentation for developers and users	In-house	Ongoing
Evaluation Criteria for Transportation and Other Infrastructure Projects and Model Improvement	In-house	Ongoing
Other Policy Analysis related to Regional Infrastructure	In-house	Ongoing
Freight Analysis and Planning: Freight Indicators	In-house	June 2011
Freight Analysis and Planning: Begin Implementation of Freight Planning Recommendations being developed and adopted in the GO TO 2040 Plan	In-house	June 2011
Continued analysis of Green Infrastructure vision, analysis of park accessibility and prioritization of open space	In-house	Ongoing

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Expense Breakdown	
Staff (including overhead) Cost	\$2,544,039
Total Person Months	215
Consultant Cost	\$200,000
Other Costs	\$39,400
Total Project Cost	\$2,783,439
Please specify the purpose of consultant costs	
Advanced Urban Model Development	
Please specify the purpose of other costs	
Operating and commodities expense	

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Project Title	Transportation Improvement Program
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$999,556/1,249,445
Local Match Amount	\$249,889/0
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,249,445/1,249,445

Description and Justification
<p>Brief Description: Assure all available transportation program funds are expended effectively and on a timely basis. Provide necessary support to project programmers. Assure all federal requirements are satisfied.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop and update TIP and CMAQ. 2. Review federal register and other sources for regulatory changes. 3. Coordinate SIP budgets with IEPA. 4. ID projects and update TIP and EMME/2 networks, run MOBILE (or MOVES) model and apply results to travel demand model results. 5. Consult with federal and state regulatory agencies and assure that public participation, fiscal constraint and all other applicable federal and state regulations are met. 6. Track obligations and actively manage programs. 7. Track and analyze STP and CMAQ project status. 8. Two-way communication with local elected officials, planning liaisons, and other county, regional, state and national partners
<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process? TIP is a core federal requirement.</p>
<p>Is this project a continuation of previous work? If so, please explain. yes, the TIP is an ongoing activity.</p>
<p>Is this project regional in scope? Please explain. yes, TIP projects cover all counties and modes.</p>
<p>Who will benefit from the interim or final products of this project? All public and private sector entities.</p>
<p>What is the source of funds for the local match portion of this project? Comprehensive Regional Planning Funds or IDOT. If state funds are not available, soft match will be identified for the project.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
TIP with modifications and/or amendments	Plan/Program	6/30/2011
Active Program Management Reports	Outside distribution	ongoing
Obligation Report	Outside distribution	11/1/2010
Expenditure Reports	Outside distribution	ongoing
Fiscal Marks	Outside distribution	ongoing
Conformity Analysis	Outside distribution	10/1/2010
Conformity Analysis	Outside distribution	3/1/2011
Tier II Consultation	Outside distribution	ongoing
Updated Conformity Documentation	Outside distribution	10/1/2010
Review Regulatory Changes	In-house	ongoing
Implementation of MOVES Model	In-house	12/1/2011
FFY 2011-2016 TIP	Outside distribution	10/1/2010
Enhanced TIP Reports	Outside distribution	ongoing
Analysis of CMAQ Cost Revisions	Outside distribution	ongoing
Proposed FY 2012 CMAQ Program	Outside distribution	7/1/2011

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$1,218,445
Total Person Months	96
Consultant Cost	\$
Other Costs	\$31,000
Total Project Cost	\$1,249,445
Please specify the purpose of consultant costs None	
Please specify the purpose of other costs Operating and commodities expenses	

	GO TO		LOCAL		REGIONAL				Congestion		POLICY		INFORMATION			
	2040 PLAN	Percent	INFRASTRUCTURE	Percent	INFRASTRUCTURE	Percent	TIP	Percent	Management	Percent	ENVIRONMENT	Percent	TECHNOLOGY	Percent	TOTAL	Percent
		(of Project)		(of Project)		(of Project)		(of Project)		(of Project)		(of Project)		(of Project)		(of Total)
Staff Cost	628,922	77%	1,762,411	97%	2,544,039	91%	1,218,445	98%	877,569	98%	3,043,381	82%	530,823	40%	10,605,596	84%
Consultant Costs	60,000	7%	8,000	0.44%	200,000	7%	-	0%	-	0%	150,000	4%	505,000	38%	923,000	7%
Purpose of consultant costs	Strategic Communications		Metcalf Intern		Advanced Urban Model Development						Local Government Liaison - 50,000; Web management - 100,000		IT support - 400,000; Web support - 75,000; Finance server support - 30,000			
Other Costs	130,500	16%	45,400	3%	39,400	1%	31,000	2%	18,400	2%	497,300	13%	284,200	22%	1,046,200	8%
Purpose of other costs	Operating and Commodities		Operating and Commodities		Operating and Commodities		Operating and Commodities		Operating and Commodities		Operating and Commodities; Data Acquisition - \$350,000		Operating and Commodities; Software maintenance - 200,000; hardware and software purchase - 80,000			
		(of Total)		(of Total)		(of Total)		(of Total)		(of Total)		(of Total)		(of Total)		
Months	44.5	5%	156.7	18%	215.5	25%	96.0	11%	66.0	8%	229.5	27%	48.0	6%	856.2	100%
Costs	819,422	7%	1,815,811	14%	2,783,439	22%	1,249,445	10%	895,969	7%	3,690,681	29%	1,320,023	10%	12,574,790	100%

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	City of Chicago Transportation Planning & Programming
Sponsoring Agency	City of Chicago DOT
FHWA/FTA Amount Requested	\$800,000
Local Match Amount	\$200,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,000,000

Description and Justification

Brief Description: To support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.

Major Tasks (up to 20)

1. Surface Transportation Capital Improvement Program Assistance
2. Surface Transportation program Development
3. General Liaison
4. Technical Assistance and Studies
5. TIP Development and Monitoring
6. Additional Detail is provided in the accompanying addendum

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

1-TIP: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.

2-RTP: Assist the development of a regional comprehensive plan by developing and representing the City of Chicago's transportation plans and programs in the regional process.

3-UWP: Advance the goals and focus areas of this program through the participation of the City of Chicago.

4-Public Involvement Plan: Assure public involvement at the project level

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

This funds the on-going participation of the City of Chicago in the regional planning process

Is this project regional in scope? Please explain.

The City's participation in the regional planning process impacts the development of the RTP and the TIP and directly and significantly impacts the transportation network of northeastern Illinois

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

residents of and visitors to northeastern Illinois

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

City corporate funding

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	June 30, 2011
Interaction with public	Outside distribution	6/30/2011
Interaction with other agencies	Outside distribution	6/30/2011
Capital Improvement Program	Plan/Program	6/30/2011
Planning Studies	In-house	6/30/2011
Fiscally constrained TIP (CDOT portion)	Plan/Program	6/30/2011
Data collection / database development	Outside distribution	6/30/2011

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$500,000
Total Person Months	54
Consultant Cost	\$500,000
Other Costs	\$
Total Project Cost	\$1,000,000
Please specify the purpose of consultant costs to assist City staff by managing studies of proposed projects, programs and policies related to Chicago transportation infrastructure	
Please specify the purpose of other costs	

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

ADDENDUM TO THE CITY OF CHICAGO'S APPLICATION FOR FY11 UWP CORE FUNDING

Proposed FY11 Scope of Services

I. Surface Transportation Capital Improvement Program Assistance

- a. As needed for the planning, programming and monitoring of federal surface transportation capital improvement funds:
 - i. Schedule project kick off meeting with the IDOT's Bureau of Local Roads;
 - ii. Submit to IDOT's District One BLRS all Phase I Engineering Scopes of Work for review;
 - iii. Identify and maintain regular contact with the CDOT and IDOT project managers.
 - iv. Utilize established IPA process for project development and monitoring.
 - v. Participate in City Council meetings as needed including drafting and submitting of the annual highway ordinance.
- b. Coordinate with appropriate IDOT Bureaus, CMAP, other City of Chicago Departments including the Mayor's Office, the Office of Budget and Management, elected officials and other entities as needed to assure the timely progress of projects.
 - i. Monitor Department project status sheets to report discrepancies and actions necessary to remedy; supply to Local Roads and CMAP.
 - ii. Submit TIP changes in the correct format according to the developed schedule.
 - iii. Attend IDOT's federal/state/local coordination meetings for local projects at the district.
 - iv. Provide additional information on status of projects to appropriate City personnel and outside agencies.
 - v. Provide CMAP information on program issues as they occur.
 - vi. Prepare Individual Project Agreements (IPAs) for City of Chicago construction projects, based on IDOT standard local agency agreement language, identifying the funding participants.

II. STP Program Development

- a. Coordinate with other CDOT divisions, City departments and elected officials to prioritize project funding needs in an on-going basis and revise if necessary, in keeping with federal regulations, City priorities and funding constraints.
- b. Coordinate with appropriate City personnel and outside agencies to secure and obtain federal funding.
- c. Coordinate with appropriate City personnel and other agencies as needed to adhere to the established TIP schedule.

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

- d. Develop an annual and a multi-year program, which are fiscally constrained and realistic in terms of implementation time frame. Submit programs to CMAP in conjunction with the TIP development schedule and associated deadlines and revise as necessary.
- e. Select regionally significant project as per our negotiated STP split agreement with the Council of Mayors and present such project to the Council.

III. General Liaison

- a. Coordinate with and provide assistance to appropriate City departments, elected officials and other agencies on the regional transportation planning process as developed though and by CMAP and the MPO Policy Committee.
 - i. Participate in the long-range transportation plan development process.
 - ii. Provide information on activities of CMAP and relevant CMAP staff activities to appropriate City departments, individuals and elected officials.
 - iii. Provide other reasonable information as requested by the MPO or CMAP
 - iv. Coordinate integration of CMAP focus areas into City priorities as appropriate.
- b. Coordinate with other City departments, elected officials CMAP the MPO Policy Committee and other federal, regional and local agencies including both public and private organizations as appropriate to promote a compact land use development pattern emphasizing in-fill and smart growth strategies to combat regional and local traffic congestion.
- c. Maintain sufficient interaction with other City departments to represent in regional forums any other City needs and concerns related to the regional transportation planning process as appropriate.
- d. Administration and Communication
 - i. Keep CMAP and appropriate City departments, personnel and elected officials informed of important issues on an ongoing basis.
 - ii. Perform administrative functions for any Unified Work Program (UWP) projects secured by the City.
- e. Committee Coverage
 - i. Attend meetings and provide assistance to City personnel and other agencies as needed to advance the City's transportation program.
 - ii. Attend meetings and provide assistance to City personnel and other agencies as needed to facilitate the full and effective participation of the City of Chicago in the region's transportation planning and funding process.
 - iii. Represent CDOT as needed to various federal, state and local agencies including the MPO Policy Committee, the CMAP Board and other

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

CMAP committees as necessary to keep informed of regional issues affecting the City of Chicago and the region.

IV. Technical Assistance and Studies

- a. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and develop alternatives, schedules, budgets, etc.
- b. Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
- c. Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
- d. Participate with community organizations, institutions and individuals in evaluation of traffic and other transportation operations and in defining capital project scopes of work prior to preliminary engineering.
- e. Consult with project implementors during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
- f. Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
- g. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- h. Review transportation-related legislation, regulations, policies and subregional/local plans
- i. Respond to written and oral requests and inquiries.
- j. Assist other public agencies on planning projects.

V. TIP Development & Monitoring

- a. Develop the City's projects for the annual and multi-year components of the integrated proposals and constrained TIP.
- b. Prepare information for input into the fiscal forecast and participate in the development of the financial plan.
- c. Participate in the development of a Regional CMAQ program.
- d. Compare actual progress of City's projects with scheduled activities, monitor changes in scopes of work and project costs, and prepare TIP amendments as necessary.
- e. Participate in the analysis of Transportation Control Measures.
- f. Monitor progress of the TIP Conformity Analysis.
- g. Prepare periodic reports.

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,007,131
Local Match Amount	\$376,175
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,383,306

Description and Justification

Brief Description: To provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP and CMAQ program development and monitoring, general liaison services, technical assistance and communications assistance.

Major Tasks (up to 20)

1. Communication & Public Involvement
2. General Liaison Services
3. Program Development - Surface Transportation Program
4. Program Monitoring
5. Technical Assistance

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

The PL program provides a direct link between municipalities, CMAP and other partner agencies working to accomplish core activities. PL's directly manage federally-funded projects sponsored by local governments in the Transportation Improvement Program, actively participate in the development of the Long Range Transportation Plan, assist with Air Quality Conformity and provide municipal involvement in all CMAP activities.

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

The PL program is continuous program.

Is this project regional in scope? Please explain.

Yes. The Council of Mayors PL program is operated within the eleven suburban regional councils.

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

The region's municipalities and transportation agencies and the constituents of these bodies.

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

Each council provides a matching funds from their operating budget. The council budgets are typically funded by local governments.

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Surface Transportation Program	Plan/Program	On-going
Newletters/ Annual Reports	Outside distribution	On-going
Quarterly Reports	Outside distribution	As Needed
Other Plans/Programs	Outside distribution	As Needed
Other Reports	Outside distribution	As Needed

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$1,383,306
Total Person Months	180
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$1,383,306
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program also receives Discretionary funds to assist CMAP with additional activities, including development of a comprehensive regional plan, and studies, projects and programs related to the region's Focus Areas. The PL Program includes five general task areas described below that will be completed using the Core Supplemental and Discretionary funding allocated in the FY 2011 UWP.

Communication & Public Involvement

Core Supplemental

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP transportation policies, programs and initiatives to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will be the primary public contact for local government projects in the Interactive TIP Map.

Discretionary

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP policies, programs and initiatives not related to transportation to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will actively work to assist CMAP staff with public involvement for the completion and implementation of *Go To 2040*.

General Liaison

Core Supplemental

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and transportation elements of *Go To 2040*, such as the CREATE program, the STAR Line Mayors Task Force, the IDOT Eisenhower Expressway (I-290) study, the Cook-DuPage Corridor Study, etc.

Discretionary

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts above and beyond those that are federally required. The PL program will assist CMAP staff with invoicing of municipalities for local contributions, and other administrative tasks.

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Program Development – Surface Transportation Program

Core Supplemental

The PL staff will facilitate the Surface Transportation Program at the discretion of local Council methodologies while meeting federal requirements. The PL program will assist in the development of sub-regional annual and multi-year, multi-modal transportation improvement programs consistent with regional strategies and will be responsible for programming STP projects in the CMAP TIP.

Program Monitoring

Core Supplemental

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as reviewing and assisting with applications for locally sponsored STP and CMAQ projects.

Technical Assistance

Core Supplemental

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies.

Discretionary

The PL program will provide technical support and assistance to CMAP and local governments regarding non-transportation issues. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies. The PL staff will assist in the coordination and outreach activities of CMAP in the sub-region and will assist CMAP staff and other agencies with the extension of the *Go To 2040* Regional Indicators project to a data archiving project.

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Program Development
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$310,464
Local Match Amount	\$77,616
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$388,080

Description and Justification
<p>Brief Description: Facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop CTA's capital programs for inclusion in the five-year regional TIP. 2. Identify and analyze potential capital projects for funding eligibility.
<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process? Yes, it allows the CTA to continue processes to meet its core MPO responsibilities.</p>
<p>Is this project a continuation of previous work? If so, please explain. No</p>
<p>Is this project regional in scope? Please explain. Yes. Development of CTA's five-year capital program includes projects located throughout the entire service area.</p>
<p>Who will benefit from the interim or final products of this project? CTA customers.</p>
<p>What is the source of funds for the local match portion of this project? CTA will provide funds from the operating budget.</p>

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
TIP Update	In-house	7/30/2010
TIP Update	In-house	9/17/2010
TIP Update	In-house	11/19/2010
TIP Update	In-house	1/1/2011
TIP Update	In-house	4/1/2011
TIP Update	In-house	6/30/2011
Annual Report	In-house	6/30/2011

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$388,080
Total Person Months	36
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$388,080
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Program Development
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$320,000
Local Match Amount	\$80,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

Description and Justification
Brief Description: Program development of capital transit planning and administration.
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. Provides multijurisdictional transit planning. 2. Addresses regional transportation improvement. 3. Provides safety and security planning. 4. Monitors a fiscally constrained TIP. 5. Addresses congestion mitigation. 6. Serves as an outlet for proactive public participation.
<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</p> <p>Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: Regional transportation planning efforts; Transit planning; Private providers coordination; Planning with protected populations; Safety and security planning; Facilitation of communication between local and regional governmental entities.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No.</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes. Metra is the Northeastern Illinois commuter rail transit agency and serves the six county MPO region. The project provides multijurisdictional transit planning, addresses regional transportation improvement, monitors a fiscally constrained TIP, provides safety and security planning, addresses congestion mitigation and serves as an outlet for proactive public participation.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>MPO(CMAP), transit agencies and Metra commuters and regional communities.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Metra</p>

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Program and Budget	Outside distribution	October 10
Final Program and Budget	Outside distribution	11/1/2010
TIP Submittal	Outside distribution	12/1/2010
Public Involvement briefing materials	Outside distribution	11/1/2010

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) Cost	\$400,000
Total Person Months	42
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$400,000
Please specify the purpose of consultant costs N/A	
Please specify the purpose of other costs N/A	

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Livable Communities Technical Assistance Program
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$500,000
Local Match Amount	\$125,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$625,000

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Description and Justification

Brief Description: The Livable Communities Technical Assistance Program will provide grants to local governments to undertake planning activities that integrate land use, transportation, and housing, and that support livability. These grants will be available for updates and reviews of zoning ordinances, parking requirements, and other development regulations, rather than just the preparation of plans. This has been identified as a "gap" in the region's planning - while many communities have good plans, their ordinances do not always correspond to them.

Major Tasks (up to 20)

1. Develop the grant application materials based on the recommendations in GO TO 2040 and the Livability Principles identified by the HUD, DOT, and EPA Sustainable Partnership. This will be done in cooperation with RTA and IDOT, who already administer related programs (though theirs do not fund work related to development regulations). A few municipalities will also be requested to assist with the application development to ensure that it is understandable and easy to use by local governments.
2. Develop evaluation methods. It is expected that more applications will be received than there is funding for, so prioritization will be needed. With the same groups identified above, CMAP will develop evaluation methods to be used for prioritization between competing funding requests.
3. Determine benchmarks of program success. This project is not meant to simply create more plans, but to further their implementation through a focus on ordinances and other development regulations. A way of judging whether the program has been successful is desired; this task will involve the groups identified above to do this.
4. Launch a call for projects. Municipalities will be invited to submit applications for funding using the application materials described above.
5. Select program of projects. CMAP will form a selection committee that will prioritize submittals and recommend projects for Board and MPO Policy Committee approval.
6. Initiate selected projects. The selected project sponsors will be asked to develop a full work plan and initiate their consultant selection process to get the projects started. CMAP will provide technical assistance if needed during the consultant selection process.
7. Implement selected projects. The selected project sponsors will work with CMAP and their consultants to perform the specific work plan for the selected projects. This is expected to produce a planning document (or series of documents) that advances the principles of livability; this may be a specific area plan, a comprehensive plan, or more likely a series of ordinance and regulation updates that align these regulatory documents with existing plans.
8. Evaluate program success. After one year of projects, CMAP and its partners will evaluate the success of the program and determine adjustments to make in future years.

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Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Integration of Transportation and Land Use Plannin

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Nearly all of the focus areas are relevant to this project. It integrates transportation and land use by supporting local planning for land use in a way that supports the transportation system. It also implements GO TO 2040, is a form of technical assistance, and addresses walkability with positive impacts for seniors and the disabled. Because it will involve a housing component, it also will address the jobs-housing balance, with economic and environmental benefits.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Yes. GO TO 2040 has identified local planning for livable communities as a key element of addressing all of the region's goals -e conomic, environmental, housing, and human services related, as well as land use and transportation - and this project provides funding to local governments to do just this.

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

The project is new, but UWP funding has been used for municipal grants in past years (mostly through funding of RTAP grants, which were then passed on to local governments).

Is this project regional in scope? Please explain.

Yes. It will be directed to individual municipalities, but its combined impacts will be regional.

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

The project will primarily benefit municipalities who are able to use its funds to further their planning or the adoption of ordinances or other regulations to implement their plans. These benefits will provide best practices which can then be shared with other communities. Also, the planning activities funded through this project are also expected to increase transit ridership (through promoting transit-supportive land use), increase walking and biking, and improve the performance of the transportation system, with broad benefits for all users.

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

Local match will be requested from participating municipalities (as part of their application for the funding) or may be sought from other regional or state agencies.

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Grant application materials, evaluation methods, and benchmarks of success	In-house	October
Call for projects	Outside distribution	November
Selected program of projects	Plan/Program	January
Completed plans or ordinance updates	Plan/Program	FY 12
Evaluation of program success	In-house	FY 12

FY 11 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	0
Consultant Cost	\$625,000
Other Costs	\$0
Total Project Cost	\$625,000
Please specify the purpose of consultant costs This is a grant program for municipalities. They are expected to hire consultants to undertake the plans and ordinance updates described in the project scope.	
Please specify the purpose of other costs N/A	

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Quantifying the Economic Impact of Streetscape Improvements
Sponsoring Agency	The Chicago Department of Transportation
FHWA/FTA Amount Requested	\$160,000
Local Match Amount	\$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200,000

Description and Justification

Brief Description: A thriving commercial main street is at the center of successful community development. Because these streets are also transportation thoroughfares, the roadway and streetscape design can have significantly impact the economic health of these corridors through both form and function. This study will evaluate the economic impact of Complete Streets and Community Beautification projects in commercial corridors in Chicagoland before, during, and after program implementation.

Major Tasks (up to 20)

9. Identify up to six streetscape projects (and potential control locations) in the City of Chicago and surrounding communities. Chicago Department of Transportation projects will be included, in addition to streetscape projects in suburban communities that will be identified with assistance from the Metropolitan Mayor's Caucus.
10. Establish economic health indicators: pedestrian counts, property values, sales per sq/ft, vacancy rates, as well as vehicle mile reduction or modeshift figures.
11. Research and integrate previous economic impact studies related to streetscape improvements, including community identity and landscape related studies.
12. Perform quality of life and community perception surveys.
13. Establish partners within the identified project areas, including Departments of Transportation, locally elected officials, chambers of commerce, special service areas, and/or business development organizations.
14. Perform data collection before, during, and after streetscape construction on the identified indicators using collection methods that include user surveys.
15. Evaluate the impact of construction activities on adjacent businesses.
16. Track any post-construction changes in vacant parcels, building density, or zoning changes as a result of the streetscape enhancement.
17. Compile the collected data into a final report that provides a detailed summary for each streetscape project in addition to overall conclusions from the collective study.

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Discretionary Justification: Please identify one regional focus area associated with this project.

Transportation's Role in Economic and Community De

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Transportation infrastructure not only delivers goods and services, but has the potential to connect or divide the communities that it serves. The success of any Streetscape is its ability to connect retail areas with the surrounding neighborhood through a design that celebrates community identity, provides public gathering space, stimulates job growth, and promotes alternative modes of transportation. This project evaluates the economic impact of streetscapes on their communities in order to determine the best investment strategy.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Accurate economic data from roadway projects fulfilling Complete Streets, Sustainable Streets, LEED ND, and Sustainable Communities Initiative policies will articulate the impact of streetscapes the community and local economy. Streetscapes fulfilling these policies will support plans for transit-oriented development, infill development, sustainable and healthy communities, as well as low impact development.

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

No

Is this project regional in scope? Please explain.

Quantifying the ability of streetscapes to support community development will help guide future mixed-use, low-impact, and neighborhood -scale growth. By including both urban and suburban streetscape project locations, this study will evaluate the impact of streetscapes on varying community types throughout the region. Ongoing efforts to build the region around transit-oriented, walkable communities will be bolstered by regionally-generated data measuring the effectiveness of streetscape investment as a means of community and economic development.

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

The results of the study will be publicly available, and beneficial for any community interested in strengthening their retail centers and surrounding communities through investment in streetscape infrastructure. The data will be used by decision-makers to quantify the economic benefits of streetscape infrastructure.

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

City of Chicago Funds

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Products and Completion Schedule		
Product	Product Type	Completion Date
Final Economic Impact Report	Outside distribution	12/2015

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Expense Breakdown	
Staff (including overhead) cost	\$20,000
Total Person Months	60
Consultant Cost	\$175,000
Other Costs	\$5,000
Total Project Cost	\$200,000
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	
Final Report Printing	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Smart Corridor Interconnect Prioritization Study
Sponsoring Agency	Chicago DOT
FHWA/FTA Amount Requested	\$144,000
Local Match Amount	\$36,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$180,000

Description and Justification

Brief Description: Determine the arterial corridors in the City that have the greatest potential value as "Smart Corridor" Signal Interconnects

Major Tasks (up to 20)

1. Research benefit rates for "Smart Corridor" and Signals. Determine segments to evaluate.
2. Compile available data (ADT, bus ridership, measurements to determine cost) for 50-80 corridors, subcorridors, or zones - excluding those already funded
3. Determine the 20 potential projects that are the most cost-effective at reducing congestion and improving air quality.
4. Conduct speed runs (or equivalent) and timing modeling for the 20 areas.
5. Use data from Task 4 to refine estimates and prioritize the 20 potential projects for future funding requests and implementation.

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Discretionary Justification: Please identify one regional focus area associated with this project. Congestion Relief (Multi-Modal) (Management, Resea
Discretionary Justification: How does this project relate to one or more of these regional focus areas? Research to prioritize deveopment of Intelligent Transportation System smart corridors
Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.
Is this project a continuation of previous work? If so, please explain. Not directly, but it will be informed 2006 CDOT ADT Studies, CTA Bus Ridership data, CDOT Traffic Signal Inventory, past CMAQ applications.
Is this project regional in scope? Please explain. Subregional - the project covers the entire City of Chicago
Who will benefit from the interim or final products of this project? It is an initial step in providing benefits to motorists and bus passengers
What is the source of funds for the local match portion of this project? City funds

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$10,000
Total Person Months	13
Consultant Cost	\$170,000
Other Costs	\$
Total Project Cost	\$180,000
Please specify the purpose of consultant costs	
Data Collection, traffic modeling and analysis, report production	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	West Loop Terminal Plan Phase II
Sponsoring Agency	Chicago
FHWA/FTA Amount Requested	\$500,000
Local Match Amount	\$125,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$625,000

Description and Justification

Brief Description: The project will continue planning for the West Loop Transportation Center (WLTC) and other alternatives to address both passenger and train operations capacity needs at Chicago Union Station (CUS) in future years. The project is timely because of federal high-speed rail initiatives and ARRA and State funding for intercity rail expansion. In Phase I, alternatives are being developed to address future capacity needs, including refinement of the WLTC concept. In Phase II, simulations will be carried to test and evaluate each of these alternatives.

Major Tasks (up to 20)

1. Refine the alternatives for CUS capacity expansion developed in Phase I
2. Prepare a simulation model of pedestrian and passenger flows and queuing for the CUS capacity expansion alternatives
3. Define current and prospective future train operation scenarios (schedules, platform times, etc.) reflecting short, medium, and long term rail service improvement opportunities
4. Update the rail operations/track capacity model for the existing terminal (originally developed for the Amtrak/BNSF/Metra study completed in 2002) to reflect current and prospective future changes in operations/service improvements
5. Prepare an analysis of the implications of the prospective future train operation scenarios with the existing track and passenger area configuration of Union Station
6. Evaluate each capacity expansion alternative based on passenger area pedestrian flows and train operations/track capacity considerations (it is expected that funding, beyond that requested here, may be required to fully analyze operations for each of the alternatives)
7. Prepare a report summarizing results of analysis and evaluation

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Discretionary Justification: Please identify one regional focus area associated with this project.

Development of Comprehensive Regional Plan

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The study will provide information and analysis needed to evaluate alternatives to meet the long-term transportation needs for commuter rail and intercity rail access to Chicago and connecting local transit services.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The study of Union Station alternatives is an outcome of the City's Central Area Action Plan (CAAP)- a comprehensive plan identifying land use changes, transportation projects, and open space initiatives to meet expected growth over the next 20 years. The Plan included specific proposals for the West Loop Area to maximize the economic benefit of terminal improvements, including permitting higher density office and commercial uses, while emphasizing public transportation to meet the Chicago region's environmental goals.

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

The study continues work on the West Loop Transportation Center and Union Station improvements carried out in earlier studies, and is a direct follow-up to Phase I, funded under FY10 UWP.

Is this project regional in scope? Please explain.

The study proposes alternatives for Union Station capacity expansion that would directly affect transportation service and convenience for city and suburban residents, as well as residents of large and medium size metropolitan areas throughout the Midwest that are or will be connected to Chicago by intercity passenger rail service.

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

The study will be coordinated with Amtrak, Metra, IDOT, CTA, RTA and City departments and will allow for informed decisions about the future development of Union Station and land uses in the vicinity of the terminal.

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

City funds

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Competitive Projects Proposal Form

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Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$575,000
Other Costs	\$
Total Project Cost	\$625,000
Please specify the purpose of consultant costs The consultant will be responsible for the simulation of pedestrian flows and train operations, preparation of reports.	
Please specify the purpose of other costs The staff will be responsible for managing the project and providing information as needed.	

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State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$204,000
Local Match Amount	\$76,125
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$280,125

Description and Justification
Brief Description: To provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To provide communication to and between the regional councils and CMAP and to provide for local participation in activities related to the regional focus areas.
Major Tasks (up to 20) <ul style="list-style-type: none">8. Communication & Public Involvement9. General Liaison Services10. Technical Assistance

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Providing Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The PL discretionary program is an extension of the PL core program. Discretionary activities tend to be less focused on specific transportation programs and activities (i.e. STP, etc.) and more focused on integration of transportation and land use planning, environmental impacts of transportation decisions, development of the regional plan, transportation's role in economic & community development, jobs-housing-transportation planning, and public involvement and technical assistance to municipalities for all of these activities.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The primary purpose of the PL program is to provide interaction between regional bodies and local governments in all of the regions' focus areas.

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

The PL program is a continuous program. The discretionary portion of the program represents about 15% of the total program.

Is this project regional in scope? Please explain.

Yes. The Council of Mayors PL program is operated within the eleven suburban regional councils.

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

The region's municipalities and transportation agencies and the constituents of these bodies.

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

Each council provides a matching funds from their operating budget. The council budgets are typically funded by local governments.

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Expense Breakdown	
Staff (including overhead) cost	\$204,000
Total Person Months	30
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$204,000
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Arterial Typology Study
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA 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

Brief Description: This project will continue the system wide approach of coordinating land use and transportation planning that was established in the CTA Station Typology Study. The project will develop typologies for Chicago Arterial Bus Routes that will guide appropriate development and physical treatment to enhance the Arterial Transit customer experience. The project will be coordinated by in-house staff with the final product likely developed by outside consultants.

Major Tasks (up to 20)

1. Analyze current zoning, land uses, and built environment for CTA service area. Create an interactive web-base tool for this data.
2. Create comprehensive list of planning studies geo-coded for CTA Service area. Create interactive web-based tool for all studies.
3. Analyze and document current street widths.
4. Analyze current CTA bus routes, ridership, traffic generators, and how this interacts with built environment/zoning/street widths.
5. Identify examples of areas that display mature arterial typologies.
6. Identify examples of areas that display aspirational typologies.
7. Identify initial policy opportunities and implications for land-use, zoning, including T-Districts and parking requirements.
8. Combine all data into a document and web-based tool for internal uses and other uses identified by CTA.

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Discretionary Justification: Please identify one regional focus area associated with this project. Transportation's Role in Economic and Community De
Discretionary Justification: How does this project relate to one or more of these regional focus areas? Arterial streets in the CTA service area present a great opportunity for redevelopment. This project will guide development so that it has the most opportunity to be successful, while creating synergies between development and existing transportation resources.
Discretionary 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 provide a systematic guide linking development to current CTA transit service focusing high intensity on major nodes and connections. This, in turn, will provide a tool to promote transit-friendly development throughout the CTA service area. The project will develop typologies for Chicago Arterial Bus Routes that will guide appropriate development and physical treatment to enhance the Arterial Transit customer experience.
Is this project a continuation of previous work? If so, please explain. This project will complement the work in the CTA/City of Chicago Station Area Typology Study.
Is this project regional in scope? Please explain. The project will cover the CTA service area, including the City of Chicago and 40 surrounding suburbs. This covers a population of approximately 3.9 people.
Who will benefit from the interim or final products of this project? All municipalities, agencies, community and economic development organizations will benefit from this project as it provides guidance and influence in the development and redevelopment of highly-served transit corridors.
What is the source of funds for the local match portion of this project? CTA Share (T/S).

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June 2011

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$75,000
Total Person Months	6
Consultant Cost	\$50,000
Other Costs	\$25000
Total Project Cost	\$150,000
Please specify the purpose of consultant costs	
Consultants will create the web based tool	
Please specify the purpose of other costs	
CTA staff will manage the study and coordinate internally on various aspects of the project.	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	CTA Rail Mode of Access Study
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$192,000
Local Match Amount	\$48,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$240,000

Description and Justification

Brief Description: This project is designed to capture Mode of Access for all CTA rail stations (where sampling is feasible.) The study will use direct surveys along with existing bus transfer, bike parking, auto parking, and car sharing use data to determine how customers access CTA rail stations system-wide. The data will be used to identify how to strategically locate facilities to best accommodate existing and new customers. The study will identify strategies to achieve the greatest benefit from existing station assets based on a hierarchy of transit access modes.

Major Tasks (up to 20)

1. Distribute and collect surveys at all CTA rail stations (where sampling is feasible) to determine customer mode of access.
2. Consolidate existing bike parking, auto parking, and car sharing use data as well as bus transfer and station ridership data for all CTA rail stations.
3. Identify landuse and demographic data that potentially explain station mode of access.
4. Develop strategic plan to improve access on a system-wide level based on how customers access all rail stations as well as landuse and demographic information. Align options with the existing CTA Station Typology Study.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project will develop a rich database and plan for all stations as part of a system. This data and plan can be used in a multitude of projects, including identifying potential transit supportive development opportunities, and improving access to the system with discreet projects.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project will inform most regional goals, by identifying how people access CTA rail transit and exploring the reasons for their choice. The project will explore land use and housing impacts on access to transit. This information will be useful in future planning to encourage transit use and reduce single occupancy vehicle miles traveled.

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

The project will provide mode of access data similar to the CTA Origin and Destination Survey, at sample sizes that allow for station specific data to be used. Currently, mode of access data is not available for specific stations. The project will enrich the CTA Station Typology Study, by better informing how stations are accessed to inform appropriate development and station facilities.

Is this project regional in scope? Please explain.

The project will include all CTA stations (where sampling is feasible) in all communities with CTA rail service, including the City of Chicago and Wilmette, Evanston, Skokie, Rosemont, Oak Park, Cicero, and Forest Park.

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

All planners, developers, and individuals interested in station characteristics will benefit from the data produced from the survey and project.

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

CTA Share (T/S).

Competitive Projects Proposal Form

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Products and Completion Schedule

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Expense Breakdown	
Staff (including overhead) cost	\$40,000
Total Person Months	4
Consultant Cost	\$200,000
Other Costs	\$
Total Project Cost	\$240,000
Please specify the purpose of consultant costs	
Consultants will perform Mode of Access survey	
Please specify the purpose of other costs	

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State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Guidelines for Bus Bump-Outs
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$24,000
Local Match Amount	\$6,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$30,000

Description and Justification

Brief Description: This project would develop guidelines for incorporating curb extensions and bus bump-outs into existing streets. The guidelines would be added to the CTA Bus Facilities Handbook and the City of Chicago Streetscapes Guideline. The project would be conducted by in-house CTA staff with consultation from CDOT.

Major Tasks (up to 20)

1. Research national standards and best practices from other cities.
2. Evaluate existing curb extensions and bump-outs on CTA bus operations.
3. Evaluate effect of bump-outs on street parking.
4. Develop appropriate design guidelines for bus bump-outs.
5. Incorporate guidelines into CTA Bus Facilities Handbook (Internal).
6. Incorporate guidelines into City of Chicago Streetscapes Guidelines (External).

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Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project would influence the design of streets served by CTA buses. Properly designed bus bump-outs would improve bus operations by facilitating bus passenger boarding and alighting and allow buses to more easily re-enter traffic after stopping. Streetscape improvements would help calm traffic and help make the street more attractive to pedestrians and transit users. Part of the project would be evaluating whether these improvements reduce traffic congestion and improve safety.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project may not have a direct, measureable impact on these goals. However, making streetscapes more attractive and transit-friendly can help the viability of neighborhoods and enhance economic development.

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

Several planned projects in the CTA Service Area seek to improve streetscapes through the addition of curb extensions, or bump-outs. The project would be a formal study of the best practices for these types of improvements.

Is this project regional in scope? Please explain.

The final product will help other municipalities to incorporate bus bump-outs into their streetscape designs.

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

Planners and designers would benefit from having clear guidelines for bus bump-outs. The resulting improved streetscapes would benefit transit users, pedestrians, and people with disabilities.

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

CTA Share (T/S).

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[illegible]

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$24,000
Total Person Months	2
Consultant Cost	\$
Other Costs	\$6,000
Total Project Cost	\$30,000
Please specify the purpose of consultant costs	
0	
Please specify the purpose of other costs	
The project would include the purchase of software capable of providing vehicle turn and swept path analysis. The software would be used to illustrate the interaction of transit vehicles with the street and to evaluate various designs.	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Organization of Studies by Geographic and Livability Categories
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$48,000
Local Match Amount	\$12,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$60,000

Description and Justification
Brief Description:
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. Create comprehensive list of planning studies geo-coded for CTA Service area. 2. Create interactive web-based tool for all studies.

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Discretionary Justification: Please identify one regional focus area associated with this project.

Transportation's Role in Economic and Community De

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Discretionary 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 provide a tool that links economic and community development projects to transit usage within the CTA service area. This allows CTA, City of Chicago, and 40 suburban municipalities in the service area to identify common goals and coordinate policy efforts to make transit and development projects successful linking mobility, economic activity, affordability, and sustainability.

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

This project will build from the dozens of individual studies completed within the CTA service area.

Is this project regional in scope? Please explain.

The project will cover the CTA service area, including the City of Chicago and 40 surrounding suburbs. This covers a population of approximately 3.9 people.

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

All municipalities, agencies, community and economic development organizations will benefit from this project.

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

CTA Share (T/S).

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Expense Breakdown	
Staff (including overhead) cost	\$34,000
Total Person Months	2
Consultant Cost	\$26,000
Other Costs	\$
Total Project Cost	\$60,000
Please specify the purpose of consultant costs	
Research and create database of studies.	
Please specify the purpose of other costs	

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State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Pedestrian Modeling for CTA Facilities
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$80,640
Local Match Amount	\$20,160
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$100,800

Description and Justification

Brief Description: This project will study pedestrian movement through proposed station designs to enhance access and egress for customers. Potential choke points will be analyzed and equipment and facilities will be studied to improve efficiency and analyze emergency evacuations. The project will analyze high volume stations like the proposed replacement stations in the Loop. The project will study varying levels of demand, and will be used to help plan for larger than normal crowds that can be expected from special events.

Major Tasks (up to 20)

1. Purchase and calibrate Pedestrian Modeling Software.
2. Evaluate Station Designs.

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State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The project will improve the design of future station facilities to increase pedestrian flow and safety in case of emergencies. These improvements will make future stations more efficient and help entice new customers. The software can also be used to evaluate rail car configuration to increase vehicle capacity and improve passenger boarding and alighting. More efficient boarding and alighting will reduce time and stations and improve operational efficiency.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

The project will support regional goals by ensuring future stations are efficient, potentially reducing station costs while improving facilities for transit customers. Future projects may also identify ways to integrate station facilities with adjacent development improving transit and landuse integration.

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

This project is a continuation of existing station design work, but the analysis will be the first of its kind for the CTA system.

Is this project regional in scope? Please explain.

The station evaluation work as part of this project will be for Downtown Chicago stations, which serve CTA customers from the entire CTA service area.

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

The CTA will benefit from more efficient, potentially lower cost stations. All CTA customers will benefit from stations that improve pedestrian flow and safety.

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

CTA Share (T/S).

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Products and Completion Schedule

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Expense Breakdown	
Staff (including overhead) cost	\$40,800
Total Person Months	2
Consultant Cost	\$
Other Costs	\$60,000
Total Project Cost	\$100,800
Please specify the purpose of consultant costs	
Please specify the purpose of other costs The project would include the purchase and calibration of software.	

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Project Title	Service Change Elasticities
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$34,560
Local Match Amount	\$8,640
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$43,200

Description and Justification

Brief Description: CTA service cuts implemented in 2010 included frequency reduction on 119 bus routes and 7 rail lines; span reduction on 41 bus routes; and elimination of 9 express bus routes. This project will study the ridership impact of these service cuts with respect to bus and rail, peak and off peak, weekday and weekend. Riders' response with respect to different routes will also be studied and documented. Schedule and ridership data from before and after cuts will be used to calculate service elasticities for future service planning and restructuring.

Major Tasks (up to 20)

1. Conduct background research on service elasticities and computation methods.
2. Compile schedule and ridership data from before and after the cuts.
3. Analyze the data.
4. Compute elasticities for bus/rail, peak/off peak, weekday/weekend, frequency/span change.
5. Document key observations on rider response and elasticities

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project. Jobs-Housing-Transportation Planning
Discretionary Justification: How does this project relate to one or more of these regional focus areas? The project will help CTA in understanding riders' response to service changes and designing future changes to better match service and demand.
Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.
Is this project a continuation of previous work? If so, please explain. No, this is a new project.
Is this project regional in scope? Please explain. The project will cover CTA's service area.
Who will benefit from the interim or final products of this project? CTA will use the results for future service planning and restructuring to obtain service efficiencies while maximizing ridership.
What is the source of funds for the local match portion of this project? CTA Share (T/S).

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$36,000
Total Person Months	3
Consultant Cost	\$0
Other Costs	\$7,200
Total Project Cost	\$43,200
Please specify the purpose of consultant costs	
Please specify the purpose of other costs CTA staff will manage the study and coordinate internally on various aspects of the project.	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Update Fares Modeling Capability
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$288,000
Local Match Amount	\$72,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$360,000

Description and Justification

Brief Description: The purpose of this project is to increase CTA's understanding of customers' sensitivity to fare changes while taking into consideration key factors that may impact price elasticity such as rider type (choice vs. transit dependent), trip type (commute vs non-commute) and transit type (rail vs. bus); update the current fares model with new elasticities and fare structure; provide CTA with capability to make future modifications to the fares model to allow for quick analysis of the impacts of potential changes to the fare structure.

Major Tasks (up to 20)

1. Design and field a survey to assess price elasticity of CTA services.
2. Analyze collected data .
3. Determine fare structure options to be included in the model.
4. Design and field a survey to assess fare media preferences.
5. Analyze collected data.
6. Update fares model.
7. Test model using multiple scenarios.
8. Prepare final report and users guide.
9. Present key findings and brief description of the model.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project. Financing the Transportation System
Discretionary Justification: How does this project relate to one or more of these regional focus areas? CTA uses the fare model to analyze the impact of potential fare change scenarios on ridership and farebox revenue. The project would assist CTA in financial decision making.
Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.
Is this project a continuation of previous work? If so, please explain. Yes, the fares model was first developed in 1995, then updated in 2000 and 2005. An update from 2005 is required because of the following reasons: the change in economic environment since 2005 might have impacted elasticities; the model might give skewed results for future fare increase scenarios since the survey on which current elasticities are based was designed to capture fare levels that are already or nearly reached; there have been several changes in the fare structure since 2005; capture changes in ridership due to potential new fare media
Is this project regional in scope? Please explain. The project will cover CTA's service area.
Who will benefit from the interim or final products of this project? CTA will be better able to design its future fare structure.
What is the source of funds for the local match portion of this project? CTA Share (T/S).

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	4
Consultant Cost	\$250,000
Other Costs	\$60,000
Total Project Cost	\$360,000
Please specify the purpose of consultant costs Consultant will design and conduct survey, analyze results, update fares model, and provide key findings.	
Please specify the purpose of other costs CTA staff will manage the study and coordinate internally on various aspects of the project.	

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Updating System Annual Ridership Forecasting Model
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$35,328
Local Match Amount	\$8832
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$44,160

Description and Justification

Brief Description: CTA projects system ridership annually for budget purposes using an in house ridership model. The model takes into account factors like regional employment, fuel costs, transit fare and service availability. This project includes researching other variables that might have an impact on ridership; updating and redeveloping the current model using more recent data on selected variables; restructuring the model to generate results in the current reporting format and to facilitate future updates.

Major Tasks (up to 20)

1. Identify variables that influence ridership based on literature research and past CTA experience.
2. Compile data for the identified variables.
3. Develop and test ridership model.
4. Prepare report and user's guide.

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Competitive Projects Proposal Form

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Discretionary Justification: Please identify one regional focus area associated with this project. Jobs-Housing-Transportation Planning
Discretionary Justification: How does this project relate to one or more of these regional focus areas? The ridership model would identify factors that influence CTA ridership and reflect on how much of an influence population, employment, economy, and transportation mode cost have on potential riders' decision to ride CTA.
Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.
Is this project a continuation of previous work? If so, please explain. Yes, the ridership forecasting model was developed by consultants for CTA in 2003-2004. This project will include updating the model using data from recent years.
Is this project regional in scope? Please explain. Yes, this project incorporates all rides taken on CTA.
Who will benefit from the interim or final products of this project? CTA will use the model for ridership forecasting and planning future service.
What is the source of funds for the local match portion of this project? CTA Share (T/S).

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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Competitive Projects Proposal Form
State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$36,000
Total Person Months	3
Consultant Cost	\$7,360
Other Costs	\$800
Total Project Cost	\$44,160
Please specify the purpose of consultant costs	
Please specify the purpose of other costs Other costs would include purchasing outside datasets for regional economic and demographic variable projections.	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Lake County Transportation Market Analysis
Sponsoring Agency	Lake County Division of Transportation, Pace
FHWA/FTA Amount Requested	\$400,000
Local Match Amount	\$100,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$500,000

Description and Justification

Brief Description: To conduct a market analysis of Lake County fixed route bus services. The study will support a comprehensive market assessment including, detailed information on socioeconomic status, travel patterns, attitudes towards everyday travel, and preferences of different type of travel service, travel and mode choice behavior of a culturally diverse population.

This will be a collaborative effort with Pace to develop a plan to restructure its inherited fixed route bus system. Providing residents and businesses with expanded options to get to and from home and work as well as to and from cultural, educational and recreational destinations is one of the action items identified in the the County's strategic goal to reduce congestion and improve transportation systems in Lake County.

Major Tasks (up to 20)

1. Introduction of the Lake County service area.
2. Review the current/previous research material, public data, related to the area/population. Review current/previous services/market studies.
3. Identify the appropriate survey method including on board, online, phone interview, or a combination; identify the outreach source. All survey media shall be multi-lingual.
4. Conduct a demographic analysis of the Lake County service area specifying where people live, where people work, population data, journey to work flows, and other major attraction and destination point locations and statistics.
5. Identify target population of the research, or sampling frame.
6. Conduct a boarding behavior analysis if applicable for fare card users of Pace services.
7. Conduct Origin-Destination study of current Pace riders.
8. Conduct a Market potential study of prospective Pace riders who live and/or work in the Lake County service area. Specify how they currently travel, their public transit needs and preferences, and their likelihood of using public transit should their needs and preferences be met.
9. Engage local governments, major employers, and other area stakeholders to assist in identifying and accessing prospective Pace users in the Lake County service area, and assisting in data collection efforts through various media such as websites, newsletters, and public forums.

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Competitive Projects Proposal Form

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Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

In addition to congestion relief this project will help improve mobility for seniors, improve transit's role in economic and community development, and improve the integration of transportation, and land use.

Discretionary 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 address all of these areas of concern. It will help understand the current and future travel patterns for the County and provide for a better and more efficient transit infrastructure.

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

No

Is this project regional in scope? Please explain.

Yes, this study would encompass all of Lake County.

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

Riders who will have better access to transit services, dial-a-ride customers, handicapped riders, business and residents of Lake County.

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

Lake County funds

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Review of current/previous research material/market studies	Outside distribution	Jan 2011
Survey media	Outside distribution	March 2011
Demographic analysis	Outside distribution	June 2011
O/D Analysis	Outside distribution	Sept 2011
Market potential	Outside distribution	Nov 2011
Outreach	Outside distribution	Feb 2012
Final Report	Outside distribution	June 2012

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$500,000
Other Costs	\$0
Total Project Cost	\$500,000
Please specify the purpose of consultant costs To execute tasks of scope	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	McHenry County Long-Range Transportation Plan
Sponsoring Agency	McHenry County Division of Transportation
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

Description and Justification
Brief Description: Long-Range Transportation Plan
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. Develop Public Involvement Plan - The first step will to detail the approaches, tools, and materials required. It will also be important to put together a detailed time line of activities taking into account County Board activities. The following list of items will most likely be part of this plan. 2. Develop and Maintain Project Website - A project website will be needed to share basic information but also to seek and receive input from a wide range of voices in the County. 3. Manage Innovative Student Outreach Campaign - A youth competition to teach basic civics as well as to seek new ideas for old problems. After all, the next generation is going to be stuck with our decisions. 4. Form Stakeholder Groups - Creating stakeholder groups can make or break a plan. Additional effort in McHenry County is needed to bring new voices and opinions into the planning process. 5. Conduct 5 Public Involvement Charettes - What can be more fun than glue and stickers? A hands-on approach to public involvement is needed to spark interest, polish old ideas, and drive new ideas into the light of day. 6. Conduct 6 County Board District Member Charettes - McHenry County is broken into six representative Districts. County Board members need to have a chance to discuss the goals and objectives of the long-range transportation plan. 7. Conduct 2 Series of 5 Public Involvement Draft Plan Workshops - The workshops will build off of the initial charettes and County Board-adopted goals and objectives. It is anticipated that two sets of workshops will be needed. The first will help draft a plan and the second will help review a plan. 8. Conduct 5 Public Hearings - Every plan needs an official comment period for posterity's sake.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Public Involvement in Transportation and Comprehen

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The funding requested is to cover the costs of undertaking a comprehensive public involvement process for McHenry County's Long-Range Transportation Plan. In McHenry County, residents often commute up to two hours one way to work and many others work second and third shifts. Extraordinary effort is needed to seek and receive public input.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Did you know that bi-pedal motion is still the most efficient form of energy conversions into movement? This project will inform regional land use, housing, environmental, economic development, and human services goals by investigating the transportation barriers and opportunities in meeting these regional goals, including a study of bicycle, pedestrian, and transit access. The project outreach will specifically engage stakeholders for each of these regional goals.

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

This public involvement effort is a continuation of McHenry County's 2020 Long-Range Transportation Plan, Transit Plan, Bicycle Plan, and recent Transportation Modeling Project.

Is this project regional in scope? Please explain.

Absolutely, this project will involve over 600 square miles of the Chicago metropolitan area and investigate strategic infrastructure issues as they relate to growth management on the fringes of the metropolitan area. The project will involve outreach to Lake and Kane County stakeholders as well to form a regional consensus to addressing these issues.

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

McHenry County businesses and residents, local municipalities, local human resource agencies, City of Lake Geneva, WI, City of Rockford, City of Milwaukee, City of Chicago corporations and tourist businesses.

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

County RTA Sales Tax, County Option Motor Fuel Tax, County Matching Fund, and/or County State Motor Fuel Tax.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Products and Completion Schedule		
Product	Product Type	Completion Date
Public Involvement Plan	In-house	September
Project Website	Outside distribution	September
Interactive Student Outreach Results and Awards	Outside distribution	February
Charette Materials	Outside distribution	October
Workshop Materials	Outside distribution	November
Workshop 2 Materials	Outside distribution	January
Public Hearing Materials	Outside distribution	April 2011

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$200,000
Other Costs	\$
Total Project Cost	\$250,000
Please specify the purpose of consultant costs	
Support public involvement process, prepare interactive materials, document activities	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Origin-Destination Survey
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$562,400
Local Match Amount	\$140,600
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$703,000

Description and Justification

Brief Description: Update the existing (2006, 2002) data on:

- Metra riders' modes of access to and egress from all 240 Metra non-downtown year-round stations,
 - locations of Metra riders' homes ("productions") and non-home destinations ("attractions"),
 - Metra riders' trip purposes, and
 - usage of different ticket types,
- concurrently with Metra "Station/Train Boarding and Alighting Counts" data-collection project .

Major Tasks (up to 20)

1. Design survey instrument.
2. Distribute survey to all Metra riders on all weekday trains between start-of service and noon.
3. Tabulate survey data.
4. Geocode origin and destination addresses.
5. Document methodology.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Mode-of-station-access, mode-of-station-egress, origin, and destination data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects for the RTP, and for existing and new "infill" stations for the TIP. FTA's New Starts program requires this survey in 2011 (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

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

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

Similar surveys have been taken in 2002 and 2006, and more limited surveys were done several times in the 1990s.

Is this project regional in scope? Please explain.

Metra riders live and work in all counties of the region. Metra's lines and stations operate in six counties of the region.

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

Directly: the region's transit agencies and DOTs, and CMAP. Indirectly: the region's transit and highway users.

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

Metra operating.

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$88,000
Total Person Months	8
Consultant Cost	\$615,000
Other Costs	\$
Total Project Cost	\$703,000
Please specify the purpose of consultant costs Assist with questionnaire design. Print questionnaires. Deploy survey teams on Metra trains to uniformly distribute questionnaires. Collect/receive questionnaires. Record data from questionnaires. Do initial tabulation of results..	
Please specify the purpose of other costs	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Station/Train Boarding and Alighting Count
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$511,200
Local Match Amount	\$127,800
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$639,000

Description and Justification

Brief Description: Measure weekday passenger use at the rail station/train level, complementing other regularly collected ridership data which are at more aggregate levels of detail.

Major Tasks (up to 20)

1. An outside contractor would be engaged to conduct the count of passengers boarding and alighting each weekday train at each station for an entire rail line's schedule of service. All trains would be covered on most lines in a single day, limited to Tuesdays, Wednesdays or Thursdays. The entire system would be counted in about a 10-week period. On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors. Counts are taken on-board, with survey personnel placed at each rail car door. Metra staff would provide pre-printed survey forms, and would validate, collate, and report on the data. (This proposal does not contemplate counting on weekends.)

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Weekday ridership data are used to more accurately predict future costs, ridership, and access needs for each station on new and upgrade rail line projects for the RTP, and for existing and new "infill" stations for the TIP. They are required for weighting results of Metra's parallel Origin-Destination Survey, which FTA's New Starts program requires no less than once every 5 years for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

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

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

Similar counts have been taken eleven times since 1983, the most recent in 2006.

Is this project regional in scope? Please explain.

Metra riders live and work in all counties of the region. Metra's lines and stations operate in six counties of the region.

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

Directly: the region's transit agencies and DOTs, and CMAP. Indirectly: the region's transit and highway users.

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

Metra operating.

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$109,000
Total Person Months	11
Consultant Cost	\$530,000
Other Costs	\$
Total Project Cost	\$639,000
<p>Please specify the purpose of consultant costs</p> <p>On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors. Counts are taken on-board, with consultant personnel placed at each rail car door.</p>	
<p>Please specify the purpose of other costs</p>	

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Niles Circulator Modernization
Sponsoring Agency	Pace, Village of Niles
FHWA/FTA Amount Requested	\$304,000
Local Match Amount	\$76,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$380,000

Description and Justification

Brief Description: This project will modernize the Niles Circulators (Pace routes 411, 412, 413) so that they better serve the travel needs of the Village of Niles and support the Milwaukee Arterial Bus Rapid Transit (ART) service by functioning as its feeder service. The Milwaukee Arterial Rapid Transit service and the modernized Niles Circulators is planned to start operating at the same time, approximately in the beginning of 2012

Major Tasks (up to 20)

1. Design and execute a cost-effective data collection and public outreach in order to determine the travel demand characteristics of current and potential passenger for the modernization of the Niles Circulator services;
2. Coordinate data collection with marketing of the ART service;
3. Coordinate public outreach with ART service related public outreach; and
4. Evaluate and restructure the Niles Circulator routes based on data analysis.

Deliverables:

Provide the following deliverables in separate, stand alone report whose format allows the distribution of the report to the Village of Niles and stakeholders:

- Data collection report containing methodology and result;
- Documentation of public outreach as required;
- Service design recommendation; and
- Operating cost estimate.

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Competitive Projects Proposal Form

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Discretionary Justification: Please identify one regional focus area associated with this project.

Transportation's Role in Economic and Community De

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

In addition to the economic and community development goals this project will improve mobility for seniors and people with disabilities and improve regional connectivity by providing access to the multi-modal regional transportation network.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

Yes, the Village of Niles is executing its Milwaukee Avenue Beautification Plan project and requested Pace to modernize the Niles Circulators in order to provide improved access to businesses within Niles and to the region through the Milwaukee ART.

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

Yes, the work completed under the First ART Corridor Financial and Operational Plan UWP grant has determined that the Niles Circulator will be an integral, necessary part of the successful operation of the Milwaukee ART. This grant would fund the work necessary for the restructuring of the Niles Circulator so that it provides improved access to the regional transportation network through accessing the Milwaukee ART.

Is this project regional in scope? Please explain.

The scope of this project is the area served by the Niles Circulators. These Circulators provide access to the to the regional transportation network through providing the means to accessing the Milwaukee ART.

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

Commuters who will have better access to the Milwaukee ART and local residents who use the Circulators for local trips, businesses who will benefit from improved access by the modernized Circulators.

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

Pace Suburban Bus

State Fiscal Year (July 1 2010 – June 30, 2011)

[illegible]

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$380,000
Other Costs	\$
Total Project Cost	\$380,000
Please specify the purpose of consultant costs To execute tasks of scope	
Please specify the purpose of other costs	

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Regional Coordination of Transit Customer Satisfaction Surveys
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$400,000
Local Match Amount	\$100,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$500,000

Description and Justification

Brief Description: The project is the second phase of a two-part Regional Customer Satisfaction Measurement Program. The first phase consists of the development of a methodology and instrument for a uniform regional customer satisfaction survey. The first phase will be led by an external consultant, Resource Systems Group (RSG) , in cooperation with a joint RTA and Service Board Task Force. The second phase consists of survey implementation.

Major Tasks (up to 20)

1. Administer the customer satisfaction survey instrument according to the methodology outlined in the first phase of the project.
2. Compile and analyze the survey responses.
3. Share the data, analytical reports, and analysis with the RTA and Service Boards.
4. Develop action plans for service improvements in cooperation with the joint RTA/Service Board Task Force.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Discretionary Justification: Please identify one regional focus area associated with this project.

Congestion Relief (Multi-Modal) (Management, Resea

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Survey results will be used directly as input to service improvement processes in the Service Boards. Enhancing customer satisfaction is part of RTA's overall strategy for making transit more attractive both for current and potential riders. Customer acquisition and retention for all transit modes are key aspects of reducing travel by car.

Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

No.

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

Yes, this project is a continuation of the first phase, which received UWP funding in 2010.

Is this project regional in scope? Please explain.

Yes. The intent of the project is to fulfill a legislative requirement for a unified regional approach for measuring customer satisfaction. The survey will be conducted in the six-county RTA region.

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

RTA and Service Boards will benefit from the data and ultimately the transit customers will benefit from improved service.

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

RTA.

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[illegible]

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State Fiscal Year (July 1 2010 – June 30, 2011)

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$500,000
Other Costs	\$
Total Project Cost	\$500,000
Please specify the purpose of consultant costs	
Administer and analyze survey	
Please specify the purpose of other costs	

FY 11 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2010 – June 30, 2011)

Project Title	Regional Transit Performance Management Dashboard
Sponsoring Agency	RTA
FHWA/FTA 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

Brief Description: The RTA has developed a set of regional transit performance measures and is in the process of finalizing the list of sub-regional measures. The performance reports are posted on the RTA website as an Adobe document that doesn't have any database and/ or drill-down capabilities at this time. Developing personalized end user web dashboards with in-depth analytical capabilities will create a true culture of visibility, accountability and performance enhancement.

Major Tasks (up to 20)

1. Review and integrate existing databases, performance measures data collection and reporting processes.
2. Identify the requirements and structure of the easy-to-navigate dashboards to provide valuable information to multiple stakeholders.
3. Develop/acquire a comprehensive, fully-integrated flexible solution that fully supports existing performance management process.
4. Test the design and software
5. Provide one-year support and train internal staff in providing technical support thereafter.

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Discretionary Justification: Please identify one regional focus area associated with this project. Public Involvement in Transportation and Comprehen
Discretionary Justification: How does this project relate to one or more of these regional focus areas? The web-based dashboards will provide personalized end user information on transit performance to the public and stakeholders. The drill-down capabilities will produce information necessary for making decisions at different levels of management for different purposes.
Discretionary Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain. Yes. The dashboard will contain information that could be used for land use, housing, environmental, economic development or human services goals.
Is this project a continuation of previous work? If so, please explain. No
Is this project regional in scope? Please explain. Yes. The dashboard will contain information that could be used for multiple regional programs and projects.
Who will benefit from the interim or final products of this project? The project will support transparency and accountability in providing public transit to the region.
What is the source of funds for the local match portion of this project? RTA

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Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$180,000
Other Costs	\$
Total Project Cost	\$180,000
Please specify the purpose of consultant costs	
Develop or purchase software for web reporting	
Please specify the purpose of other costs	