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Unified Work Program

UWP for Transportation



Northeastern Illinois Fiscal Year 2010

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The Policy committee was formed in 1955 to develop the first comprehensive long-range transportation plan for the northeastern Illinois region. Since then the Policy Committee has been designated by the governor of Illinois and northeastern Illinois local officials as the metropolitan planning organization (MPO) for the region.

As the metropolitan planning organization for northeastern Illinois, the Policy committee plans, develops and maintains an affordable, safe and efficient transportation system for the region, and provides the forum through which local decision makers develop regional plans and programs.

This document was prepared by the Chicago Metropolitan Agency for Planning and sponsored by the agencies on the Policy Committee. The report has been financed in part by the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration and authorized by the State of Illinois.



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June 18, 2009

Mr. Richard Smith, Director
Office of Planning and Programming
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Dear Mr. Smith:

I am transmitting to the Illinois Department of Transportation the FY 2010 Unified Work Program (UWP) for transportation planning in northeastern Illinois. The UWP has been approved by the Policy committee, which is the Metropolitan Planning Organization for northeastern Illinois.

Thank you for the interest you have shown in the UWP and the assistance you have provided in developing the document.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Maloney', with a stylized flourish at the end.

Matt Maloney, Secretary
Unified Work Program Committee

FY 2010 UNIFIED WORK PROGRAM

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Section I

Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2010 (FY10) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,542,094 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2010 UWP programs \$11,390,398 in FHWA PL funds, \$4,123,664 in FTA 5303 funds, and \$4,028,032 in state or local sources to provide for the necessary matching funds.

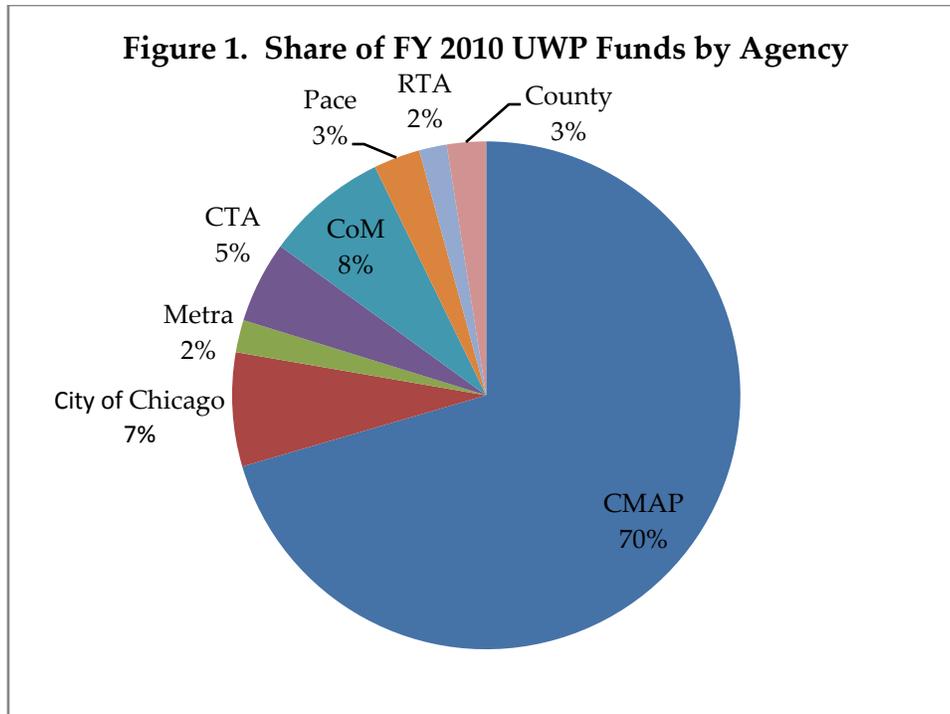
The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and collar counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY10 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2009 through June 30, 2010. The UWP Committee developed the FY10 program based on the UWP funding mark (\$15,514,062 in FHWA/FTA funds) for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded Core elements, which address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon regional planning priorities developed by the UWP Committee in concert with the MPO Policy Committee and CMAP Board. The UWP development process is discussed further in Appendix J. The UWP is submitted to CMAP's Transportation Committee and Programming Coordinating Committee, which make recommendations to the MPO Policy Committee and CMAP Board for approval. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

FY10 UWP funds will be programmed to CMAP, CTA, the City of Chicago, RTA, Metra, Pace, the Regional Council of Mayors, Lake County, and DuPage County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects support ongoing regional transportation planning, programming and implementation efforts.

Funding by Agency

Figure 1 shows the share of FY10 UWP funds programmed to each agency. CMAP is receiving 70% of the new FHWA PL and FTA section 5303 funds to collect, analyze, and disseminate transportation data, manage the development of the region's long range transportation plan, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. Most of CMAP's activities involve the coordination of transportation planning with comprehensive regional planning, land use plans, urban development objectives, and the region's overall social, economic and civil rights goals and objectives. The CTA, RTA, Metra and Pace are receiving 5%, 2%, 2%, and 3% of the funds, respectively, to perform studies related to their systems, to prepare recommended improvement programs and to plan coordinated service.



The City of Chicago is receiving 7% of the funds for transportation planning and programming, the development of crosswalk treatment and toolbox, the West Loop Terminal Area plan, and sustainable infrastructure standards. The Regional Councils of Mayors are receiving 8% in order to assist local elected officials to participate effectively in the MPO process, provide STP assistance and development, and undertake subregional studies.

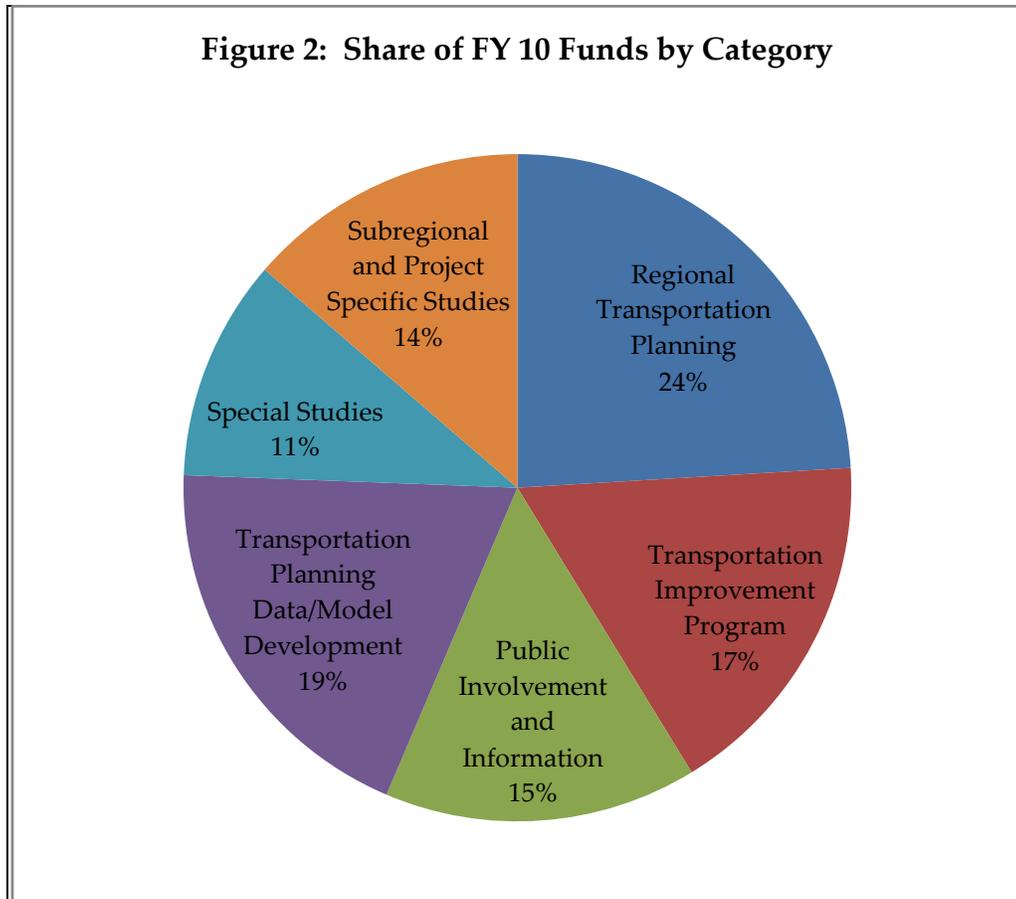
Together, Lake and DuPage Counties are receiving 3% of the funds. Lake County is funded to complete their 2040 long range transportation plan while DuPage County is funded to develop and implement a new pavement management system.

Agency budgets, including the local match, are summarized in the following table:

Agency	Total	FTA	FHWA	Local Match
CMAP	13,667,048	1,998,372	8,935,267	2,733,409
City of Chicago	1,405,000	180,000	944,000	281,000
Metra	400,000	320,000		80,000
CTA	1,008,080	806,464		201,616
Council of Mayors	1,663,431		1,211,131	452,300
Pace	575,000	460,000		115,000
RTA	340,000	272,000		68,000
Lake County	375,000		300,000	75,000
DuPage County	108,535	86,828		21,707
TOTAL	19,542,094	4,123,664	11,390,398	4,028,032

Funding by Program Category

The FY10 UWP is divided into six major program categories, which were endorsed by the Work Program Committee in 2001. The program categories are briefly described below and Figure 2 shows the share of FY10 UWP funds going to each category. Since a number of the projects are composed of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the type of work to be accomplished with these funds.



1. Regional Transportation Planning

The projects in this program category fall under two general topical areas: Comprehensive Plan Development and Analysis of Socioeconomic and Land Use/Transportation Relationships. Various projects are undertaken to create and update the transportation component of the region's comprehensive plan. The 2030 RTP (*Shared Path 2030*) was adopted by the CATS Policy Committee in October 2003 and made SAFETEA-LU compliant in June of 2007. The plan is on a four-year plan cycle and the update is expected to be approved in October 2010. The region's new comprehensive plan is called *GO TO 2040*.

Projects addressing issues related to the Analysis of Socioeconomic and Land Use/Transportation Relationships are done to support transportation planning and programming in the region. Tasks

include the preparation of population, household and employment forecasts, and analyses of land use/transportation relationships that are necessary for developing transportation plans.

The budget for this program category is \$4,669,857 which is 24% of the total FY09 UWP budget.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this category is \$3,363,413 which is 17% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Funds allocated to this category total \$2,961,165 or 15% of the UWP budget.

4. Transportation Planning Data/Model Development

The projects in this category are focused on the collection, display and dissemination of primary and secondary data related to transportation and demographics. These projects provide the technical tools and basic data for the region's transportation planning and plan implementation efforts. The total funds allocated to this category are \$3,749,707 or 19% of FY09 UWP funding.

5. Special Studies

There are three topical areas in this program category: Asset Management, Special Groups, and Environmental Studies. Asset Management focuses on preserving the value of existing assets, such as transit systems and highway facilities, through planning and resource management. Projects addressing Asset Management include those designed to develop operational, demand and information technology strategies to improve the efficiency of the transportation system including the Congestion Management Process.

Special Groups includes projects designed to improve transportation services for protected classes under applicable laws and regulations, and to ensure that the transportation planning process is accessible and responsive to members of minority groups and other protected classes.

Environmental Studies projects include technical studies and management efforts to contribute to improving the region's air quality, to provide for regional participation and contribution to statewide air quality planning activities, and to see that environmental issues are properly addressed in the region's transportation plan.

The budget for this program category is \$2,098,224 representing 11% of the total UWP budget.

6. Subregional and Project Specific Studies

The projects in this category are concerned with developing transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$2,669,726 or 14% of the total UWP.

Program Funding Summary Tables

On the following pages are four tables that summarize the contents of the FY10 UWP.

- Table 1, the Summary of UWP Projects and Budgets by Recipient Agency, provides project-by-project detail on the distribution of planning funds. FTA funds, FHWA funds, and Local Match funds are shown as separate line items for each project.
- Table 2 shows the allocation of all planning funds by program category, recipient agency and funding source. The local match for the federal funds is shown as a separate line item.
- Table 3 summarizes the allocation of each funded project across the program categories.

UWP Document Layout

The remainder of the FY10 UWP is divided into the following sections:

- Section II – contains a listing of the major planning products to be produced in FY10, the scheduled completion date of each product, and the lead agency responsible for ensuring the completion of the product on schedule.
- Section III – is the main body of the UWP and provides detailed information on all of the projects funded by the FY10 UWP. It also includes the program category and work element descriptions, and budgets at the program category level. The work element descriptions include all of the anticipated products, as well as the steps needed to produce them and the dates they are due. All detailed budgets include local match, where required.
- Appendices – address the topics of sources of local match, overhead cost plans, civil rights, staffing needs to meet UWP-funded projects, cost allocation plans, audits, comments received on the preliminary UWP, acronyms used in the document, non-UWP funded transportation projects in the region, and the project selection process used to develop the FY10 UWP.

Table 1: Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	1,998,372	1,180,517	794,722	3,973,611
CMAP	Transportation Improvement Plan		1,207,223	301,805	1,509,028
CMAP	Congestion Management Process		790,537	197,634	988,171
CMAP	Technical Assistance		1,146,696	286,674	1,433,370
CMAP	Policy Development		1,562,584	390,646	1,953,230
CMAP	Data Development and Analysis		1,311,159	327,790	1,638,949
CMAP	Information Technology Management		1,736,551	434,138	2,170,689
	CMAP Total	1,998,372	8,935,267	2,733,409	13,667,048
CTA	Program Development	310,464		77,616	388,080
CTA	North Main Line Corridor Demand Study	400,000		100,000	500,000
CTA	Study of Limited Bus Stop Service	96,000		24,000	120,000
	CTA Total	806,464		201,616	1,008,080
City of Chicago	Transportation Planning and Programming		800,000	200,000	1,000,000
City of Chicago	Crosswalk Treatment Methodology and Toolbox		80,000	20,000	100,000
City of Chicago	West Loop Terminal Area Plan	180,000		45,000	225,000
City of Chicago	Chicago Sustainable Infrastructure Standards		64,000	16,000	80,000
	City of Chicago Total	180,000	944,000	281,000	1,405,000
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)		1,007,131	376,175	1,383,306
Council of Mayors	Subregional Transportation Planning, Programming and Management (Competitive)		204,000	76,125	280,125
	Council of Mayors Total		1,211,131	452,300	1,663,431
DuPage County	Pavement Management Program	86,828		21,707	108,535
Lake County	2040 Transportation Plan		300,000	75,000	375,000
	Counties Totals	86,828	300,000	96,707	483,535

Agency	Project Title	FTA	FHWA	Local Match	Total
Metra	Program Development	320,000		80,000	400,000
	Metra Totals	320,000		80,000	400,000
Pace	TIP Development & Monitoring	120,000		30,000	150,000
Pace	Development and Land Use Guidelines	200,000		50,000	250,000
Pace	Rideshare Services Program	140,000		35,000	175,000
	Pace Totals	460,000		115,000	575,000
RTA	Regional Transit Technology Plan	120,000		30,000	150,000
RTA	Regional Data Archive Demonstration	72,000		18,000	90,000
RTA	Regional Coordination of Transit Customer Satisfaction Surveys	80,000		20,000	100,000
	RTA Totals	272,000		68,000	340,000
	FY 10 UWP Total	4,123,664	11,390,398	4,028,032	19,542,094

Table 2: Summary of UWP Recipient Budgets by Program Category

	Total	CMAP	CTA	Chicago	CoM	Counties	Metra	Pace	RTA
<u>Regional Transportation Planning</u>									
FTA	1,469,186	999,186	200,000				96,000	114,000	60,000
FHWA	2,266,777	1,854,551		80,000	242,226	90,000			
Local Match	963,894	713,434	50,000	20,000	90,460	22,500	24,000	28,500	15,000
Category Total	4,699,857	3,567,171	250,000	100,000	332,686	112,500	120,000	142,500	75,000
<u>Transportation Improvement Program</u>									
FTA	498,278		186,278	-		-	192,000	120,000	
FHWA	2,144,608	1,260,155		400,000	484,452				
Local Match	720,528	315,039	46,570	100,000	180,920	-	48,000	30,000	
Category Total	3,363,415	1,575,194	232,848	500,000	665,372	-	240,000	150,000	-
<u>Public Involvement and Information</u>									
FTA	961,697	599,512	124,186				32,000	126,000	80,000
FHWA	1,383,312	1,061,086		80,000	242,226				
Local Match	616,156	415,149	31,046	20,000	90,460		8,000	31,500	20,000
Category Total	2,961,165	2,075,747	155,232	100,000	332,686	-	40,000	157,500	100,000
<u>Transportation Planning Data/Model Development</u>									
FTA	771,674	399,674	200,000					100,000	72,000
FHWA	2,222,111	1,871,554		80,000	60,557	210,000			
Local Match	755,922	567,807	50,000	20,000	22,615	52,500		25,000	18,000
Category Total	3,749,707	2,839,036	250,000	100,000	83,172	262,500	-	125,000	90,000
<u>Special Studies</u>									
FTA	146,828					86,828			60,000
FHWA	1,525,771	1,401,214		64,000	60,557				

Local Match	425,626	350,304		16,000	22,615	21,707			15,000
Category Total	2,098,224	1,751,518	-	80,000	83,172	108,535	-	-	75,000

Subregional and Project Specific Studies

FTA	276,000		96,000	180,000					-
FHWA	1,847,819	1,486,706		240,000	121,113				-
Local Match	545,907	371,677	24,000	105,000	45,230				-
Category Total	2,669,726	1,858,383	120,000	525,000	166,343	-	-	-	-

TOTAL PROGRAMS

FTA	4,123,664	1,998,372	806,464	180,000	-	86,828	320,000	460,000	272,000
FHWA	11,390,397	8,935,266	-	944,000	1,211,131	300,000	-	-	-
Local Match	4,028,033	2,733,410	201,616	281,000	452,300	96,707	80,000	115,000	68,000
Category Total	19,542,094	13,667,048	1,008,080	1,405,000	1,663,431	483,535	400,000	575,000	340,000

Table 3: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	3,973,611	1,986,806		1,192,083	794,722		
CMAP	Transportation Improvement Plan	1,509,028		1,358,125	150,903			
CMAP	Congestion Management Process	988,171	98,817		49,409		839,945	
CMAP	Technical Assistance	1,433,370	286,674		286,674			860,022
CMAP	Policy Development	1,953,230	488,308		97,662		585,969	781,292
CMAP	Data Development and Analysis	1,638,949	163,895		81,947	1,393,107		
CMAP	Information Technology Management	2,170,689	542,672	217,069	217,069	651,207	325,603	217,069
CTA	Program Development	388,080		368,676	19,404			
CTA	North Main Line Corridor Demand Study	500,000	250,000			250,000		
CTA	Study of Limited Bus Stop Service	120,000		120,000				

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
City of Chicago	Transportation Planning and Programming	1,000,000	100,000	500,000	100,000			300,000
City of Chicago	Crosswalk Treatment Methodology and Toolbox	100,000					100,000	
City of Chicago	West Loop Terminal Area Plan	225,000		225,000				
City of Chicago	Chicago Sustainable Infrastructure Standards	80,000	80,000					
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)	1,383,306	276,661	553,322	276,661	69,165	69,165	138,331
Council of Mayors	Subregional Transportation Planning, Programming and Management (Competitive)	280,125	56,025	112,050	56,025	14,006	14,006	28,013
DuPage County	Pavement Management Program	108,535		108,535				
Lake County	2040 Transportation Plan	375,000	112,500			262,500		
Metra	Program Development	400,000	120,000	240,000	40,000			
Pace	TIP Development & Monitoring	150,000		150,000				

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
Pace	Development and Land Use Guidelines	250,000	125,000				125,000	
Pace	Rideshare Services Program	175,000	17,500		157,500			
RTA	Regional Transit Technology Plan	150,000	75,000				75,000	
RTA	Regional Data Archive Demonstration	90,000						90,000
RTA	Regional Coordination of Transit Customer Satisfaction Surveys	100,000			100,000			
Total		19,542,094	4,779,857	3,952,778	2,825,337	3,659,707	1,909,689	2,414,726
Percentage of Total			24%	20%	14%	19%	10%	12%

Section II
Major Scheduled Products

The projects included in the UWP will result in the development of a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2010. It also includes certain important milestones (such as major data collection efforts, preliminary analyses, forecasts, etc.) in the preparation of these products and other plans that will be completed after FY 2010. This list does not include monthly/quarterly reports or the like, and is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

Work Element/Project	Product	Product Type	Completion Date
<u>Chicago Metropolitan Agency for Planning</u>			
Long Range			
Planning: <i>Go To 2040</i>			
Development,			
Visualization and			
Public Participation	Regional Snapshot reports	Outside distribution	On-going
	Capital project evaluation measures	Outside distribution	July 2009
	Preferred scenario development/analysis	Outside distribution	December 2009
	Recommended major capital projects	Outside distribution	February 2010
	Draft plan recommendations	Outside distribution	March 2010
	Strategy Analysis	Outside distribution	On-going
	Preferred scenario public comment management	Outside distribution	On-going
	Indicator design and visualization	Outside distribution	On-going
	Financial plan	Outside distribution	October 2009
	Public involvement for major capital projects	Outside distribution	June 2010
Transportation Improvement Plan	TIP with updates and/or amendments	Plan/Program	On-going
	Active program management reports	Outside distribution	On-going
	Obligation reports	Outside distribution	On-going
	Expenditure reports	Outside distribution	On-going
	Fiscal marks	Outside distribution	As needed
	FY 2010 proposed CMAQ program	Plan/Program	July 2009
	FY 2010 final CMAQ program	Plan/Program	November 2009
	FY 2011 application forms and instructions	In-house	December 2009
	FY 2011 project application proposals book	In-house	March 2010
	FY 2011 project application rankings	In-house	June 2010

Work Element/Project	Product	Product Type	Completion Date
Congestion Management Process	Semi-annual conformity determination	Plan/Program	October 2009
	Semi-annual conformity determination	Plan/Program	March 2010
	Implementation of MOVES model	In-house	March 2010
	Tier II consultation	In-house	As needed
	Updated conformity documentation	Plan/Program	October 2010
	Review regulatory changes	In-house	On-going
	Congestion management strategy analyses	Outside distribution	On-going
	Green lanes highway transit coordination	Outside distribution	January 2010
	Regional ITS plan	In-house	As needed
	Regional ITS architecture	In-house	On-going
	Soles and spokes workshops	In-house	On-going
	Public right of way accessibility	In-house	On-going
	Facility and plan inventories	In-house	On-going
	Regional freight plan recommendations	Outside distribution	January 2010
Technical Assistance	Freight indicators	In-house	On-going
	Recommend intermodal freight collectors	In-house	January 2010
	Update of highway safety overview	In-house	September 2010
	Update of freeway congestion data/scans	In-house	October 2009
	Update of VMT report	In-house	December 2009
	On-Time performance	In-house	January 2010
	System accessibility report	In-house	March 2010
	Minimum of 6 additional performance measures	In-house	June 2010
	Regional roundtables, TA workshops	Outside distribution	On-going
	Planning law brochure	Outside distribution	June 2010
	Cluster report II and impact studies	Outside distribution	June 2010
	Brownfield inventory/scenario analysis	Plan/Program	On-going
	Tool and data development	Plan/Program	On-going
	Prioritization and criteria for transportation and other project selection	Outside distribution	On-going
Policy Development	Strategy research and dissemination	Outside distribution	On-going
	Legislative analysis	Outside distribution	On-going

Work Element/Project	Product	Product Type	Completion Date
Data Development and Analysis	R&A and outreach related to DRI process	Outside distribution	On-going
	CMAP staff support to CMAP committees	In-house	On-going
	Urban system model executable model code, documentation, staff training	In-house	On-going
	Travel survey work program	Outside distribution	On-going
	Completed travel survey data sets	Outside distribution	On-going
	Design documentation and data collection for land use inventory	Outside distribution	On-going
	Highway and transit system modeling datasets	Outside distribution	As needed
	Field results from county and municipal socioeconomic inventory	In-house	June 2010
	County and socioeconomic inventory--summary results	Outside distribution	June 2010
	Functional interface between agency workstations and internal storage area	In-house	On-going
Information Technology Management	Office technology systems	In-house	On-going
	High capacity storage area network for archived data sets	In-house	June 2010
	Content management system for users	Outside distribution	June 2010
	Query interface for users	Outside distribution	June 2010
	FTP for uploading and downloading data	Outside distribution	June 2010
	Wiki/CMS for internal network	In-house	June 2010
	Catalog of CMAP data assets	In-house	June 2010
	Web-based data dissemination applications	Outside distribution	June 2010
<u>Chicago Transit Authority</u>			
Program Development	Annual report	In-house	June 2010
North Main Line Corridor Demand Study	Travel demand model calibration report	In-house	July 2010
	Recommended TDM enhancements memo	In-house	December 2010

Work Element/Project	Product	Product Type	Completion Date
Study of Limited Bus Stop Service	Alternative service scenario report	In-house	December 2010
	Detailed corridor travel demand report	Outside distribution	June 2011
	Market research follow-up study during pilot	In-house	August 2009
	Market research final report on customer experience	In-house	October 2009
	Ridership, market share, and productivity analysis of pilot routes	In-house	January 2010
	Final report on effectiveness of increased limited-stop service on key corridors	Outside distribution	March 2010
<u>City of Chicago</u>			
Transportation Planning and Programming	Interaction with elected officials	Outside distribution	On-going
	Capital improvement program	Plan/program	June 2010
	Planning studies	In-house	As needed
	City's portion of the TIP	Plan/program	On-going
	Data collection and database development	Outside distribution	On-going
Crosswalk Treatment Methodology and Toolbox	Draft toolbox model	In-house	November 2009
	Final toolbox model	Plan/program	February 2010
	City toolbox launch	In-house	April 2010
	Regional toolbox launch	Outside distribution	June 2010
West Loop Terminal Area Plan	Statement of current conditions and issues	In-house	August 2010
	Conceptual plans - alternatives	Plan/program	October 2010
	Evaluation of benefits and costs	Plan/program	December 2010
Chicago Sustainable Infrastructure Standards	Design Standards	Plan/program	December 2010
	Construction Details	Plan/program	December 2010
	Maintenance Requirements	Plan/program	December 2010
<u>Council of Mayors</u>			

Work Element/Project	Product	Product Type	Completion Date
Subregional Transportation Planning, Programming and Management	FY 09-13 surface transportation program	Plan/program	On-going
	Municipal project applications (CMAQ, RTAP, ITEP, etc.)	Plan/program	As needed
	FY 2010 quarterly reports	Outside distribution	As needed
<u>Counties</u>			
DuPage County Pavement management program	Data conversion	In-house	November 2009
	Data/network integration	In-house	November 2009
	Data mapping	In-house	November 2009
	Pavement performance model report	In-house	January 2010
	Fund source and investment param report	In-house	March 2010
	Maintenance and repair strategy report	In-house	March 2010
	Software delivery and installation	In-house	September 2009
	Software training	In-house	April 2010
	Field testing data and analysis	In-house	November 2009
	Lake County 2040 Transportation Plan	Existing conditions and deficiency analysis	Outside distribution
2040 travel demand forecasts		Outside distribution	June 2010
Develop alternative improvement scenarios		Outside distribution	December 2010
Evaluate improvement scenarios		Outside distribution	March 2011
Develop preferred transportation alternative		Outside distribution	August 2011
Compile strategies and prioritized lists of capital improvements into a draft recommended plan		Plan/program	October 2011
<u>Metra</u>			
Program Development	Preliminary program and budget	Outside distribution	October 2009
	Final program and budget TIP submittal	Outside distribution	November 2009
		Outside distribution	December 2009

Work Element/Project	Product	Product Type	Completion Date
	Public involvement briefing materials	Outside distribution	November 2009
<u>PACE</u>			
TIP Development and Monitoring	Pace TIP element	In-house	On-going
	Pace fiscal year 2010-2014 capital program	In-house	December 2009
	Monitor TIP projects	In-house	On-going
Development and Land Use Guidelines	Development guidelines	Outside distribution	December 2009
	Community outreach	In-house	On-going
	Business outreach	In-house	On-going
Rideshare Services Program	Promotional items	Outside distribution	As needed
	Website updates and maintenance	Plan/program	On-going
	Fuel cards	Outside distribution	On-going
<u>Regional Transit Authority</u>			
Regional Transit Technology Plan	Regional transit technology plan	Plan/program	March 2010
Regional data archive demonstration			
Regional coordination of transit customer satisfaction surveys	Prepare an RFP for developing a methodology for conducting a coordinated customer satisfaction/rider survey(s)	In-house	August 2009
	Select a consultant	In-house	October 2009
	Establish working group (task force) representing all three Service Boards and RTA to work on methodology and sampling approach to the survey	In-house	November 2009
	Consultant begins. Review background information, methodologies and sampling plans of customer satisfaction/rider/non-rider surveys of all three Service Boards	Plan/program	November 2009
	Conduct focus groups	Plan/program	January 2010
	Develop survey distribution and sampling plan	Plan/program	March 2010
	Develop and finalize questionnaire(s)	Plan/program	May 2010
	Report findings	Plan/program	June 2010

* The three types of products are:

- 1) officially endorsed or adopted plans and programs;
- 2) reports which receive outside distribution and which may receive formal review by the Transportation Committee or similar entity; and
- 3) internal working papers, computer files, maps, etc. which are prepared for use in-house or by another agency, and which may be made available on a limited basis.

SECTION III
DETAILED WORK PROGRAM

CMAP

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: GO TO 2040 - Regional Comprehensive Plan

Sponsoring Agency: CMAP

Project Description

Purpose: 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.

Core Element Addressed/Supplemental: Long Range Transportation Plan

Justification: How does this project address core MPO responsibilities?: This plan is the long range transportation plan and will comply with all relevant federal requirements. In addition, CMAP's External Relations department is charged, under this project, with facilitating the region's participation into the transportation and comprehensive planning process. Through the development and implementation of a 1) coordinated public participation plan and 2) ongoing development of partnerships to ensure regional coordination, CMAP will facilitate the participation of elected officials, agency partners, residents and interest groups into the transportation and comprehensive planning processes.

Major Tasks: Public involvement on scenario evaluation will be underway when FY 10 begins. Based on the results of this and an ongoing technical evaluation, a preferred scenario will be developed. Major capital projects to support the preferred scenario will also be evaluated and selected. Drafts of the plan's recommendations are expected to be available before the end of FY 10.

Products and completion schedule:

Product	Product Type	Completion Date:
Regional Snapshot reports	Outside Distribution	On-Going
Capital project evaluation measures	Outside Distribution	July 2009

Preferred scenario development/analysis	Outside Distribution	December 2009
Recommended major capital projects	Outside Distribution	February 2010
Draft plan recommendations	Outside Distribution	March 2010
Strategy Analysis	Outside Distribution	On-Going
Preferred Scenario Public Comment Mgmt	Outside Distribution	On-Going
Indicator Design and Visualization	Outside Distribution	On-Going
Financial Plan	Outside Distribution	October 2009
Public Involvement for Major Capital Proj.	Outside Distribution	June 2010

Optional: Additional information on products can be placed here: All information related to progress on GO TO 2040 is posted online at <http://www.goto2040.org/>

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 3,178,889

Local Match Amount: \$ 794,722

Expense Breakdown for Core UWP Expenditures

\$ 3,038,811	Staff (including overhead)
\$ 934,800	Other costs (specify purpose: Commodities - 199,800; Res Asst - \$85,000; Contracts: Snapshot-\$25,000; Financial Plan-\$75,000; Capital Project - \$100,000; Plan policy dev. - \$50,000; Public comment - \$100,000; Communication - \$150,000; Survey - \$100,000; Public Inv. - \$50,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 285.5

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Policy Development

Sponsoring Agency: CMAP

Project Description

Purpose: Research, analysis, and development of policies and agency methods to support, promote, and integrate transportation and land use planning. CMAP's operating legislation charges the agency to consider and analyze the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: In order to develop and implement a comprehensive plan, provide technical assistance to communities and introduce innovative and non-traditional planning to northeastern Illinois, CMAP needs to provide a policy framework that shapes regional plans and the transportation system.

Major Tasks: Develop, monitor and evaluate agency policy and methods for integrating land use and transportation; provide all staff support to CMAP Committees; as-needed strategy research and analysis related to transportation, land use, housing, environmental, and economic development policy issues; legislative analysis and development of agency legislative priorities, continued work on creating a framework and agenda for federal and state legislation, continued research, analysis, and outreach regarding the Developments of Regional Importance (DRI) process.

Products and completion schedule:

Product	Product Type	Completion Date:
Prioritization and Criteria for Transportation and Other Project Selection	Outside Distribution	On-Going
Strategy Research and Dissemination	Outside Distribution	On-Going
Legislative Analysis	Outside Distribution	On-Going
R&A and Outreach Related to DRI Process	Outside Distribution	On-Going
CMAF Staff Support to CMAF Committees	In-house	On-Going
	Select	Select Select

Optional: Additional information on products can be placed here:

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 1,562,584

Local Match Amount: \$ 390,646

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,879,035	Staff (including overhead)
\$ 74,195	Other costs (specify purpose: Commodities - \$24,195; Consulting Services - Local Government Liaison - \$50,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 122.2

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Congestion Management Process

Sponsoring Agency: CMAP

Project Description

Purpose: This program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed will include intelligent transportation systems, bicycle and pedestrian policies, data collection and analysis for regional transportation indicators in the Long Range Plan strategy analysis, and improvements to the freight system. Efforts to improve the safety of the transportation system will be a special focus within this project.

Core Element Addressed/Supplemental: Congestion Management Process

Justification: How does this project address core MPO responsibilities?: This program assures overall compliance with federal congestion management process regulation. The development and operation of a process satisfying the congestion management requirement will be accomplished under this project. A number of corridor-level studies will be conducted to identify implementable strategies aimed at reducing congestion. Development and implementation of a regional congestion management program, performance monitoring, and the maintenance of a regional ITS architecture are all elements of the federally required Congestion Management Process.

Major Tasks: Identification and evaluation of strategies to address congestion, coordination of recommended measures to assure transit and highway coordination as part of the Illinois Tollway's Green Lanes project, staff support of the Advanced Technology Task Force, maintenance of the northeastern Illinois ITS architecture and regional ITS Plan, collection of ITS implementation data, inventory of walking and cycling facilities for use in transportation planning, monitoring and promotion of compliance with accessibility requirements in the public right-of-way, collection and analysis of data on freight, analytical evaluations for congestion, highway safety, parking, transit, and travel behavior.

Products and completion schedule:

Product	Product Type	Completion Date:
Congestion Mgmt Strategy Analyses	Outside Distribution	On-Going
Green Lanes Highway Transit Coordination	Outside Distribution	January 2010
Regional ITS Plan	In-house	As Needed
Regional ITS Architecture	In-house	On-Going
Soles and Spokes Workshops	In-house	On-Going
Public Right of Way Accessibility	In-house	On-Going
Facility and Plan Inventories	In-house	On-Going
Regional Freight Plan Recommendations	Outside Distribution	January 2010
Freight Indicators	In-house	On-Going
Recommend Intermodal Freight Collectors	In-house	January 2010
Update of Highway Safety Overview	In-house	September 2010
Update of Freeway Congestion Data/Scans	In-house	October 2009
Update of VMT Report	In-house	December 2009
On-Time Performance	In-house	January 2010
System Accessibility Report	In-house	March 2010
Min. of 6 Addl Performance Measures	In-house	June 2010

Optional: Additional information on products can be placed here: See <http://www.cmap.illinois.gov/bikeped/bikeped.aspx>

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 790,537

Local Match Amount: \$ 197,634

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 953,671	Staff (including overhead)
\$ 34,500	Other costs (specify purpose: Commodities - \$34,500)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 92

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Transportation Improvement Program

Sponsoring Agency: CMAP

Project Description

Purpose: Develop and maintain the region's fiscally constrained TIP and CMAQ programs and analyze program and long range plan to verify air quality requirements are met. Monitor regulatory changes for impact on region and assure federal, state and regional laws and regulations on transportation and air quality are met.

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?: Creating and maintaining the region's fiscally constrained TIP and Plan conforming to the State's Implementation Plan to attain national ambient air quality standards and to assure receipt of federal funds to the region are MPO responsibilities.

Major Tasks: Develop and update TIP and CMAQ. Assure public participation. Review federal register and other sources for regulatory changes. ID projects and update TIP and EMME/2 networks, run MOBILE (or MOVES) model and apply results to travel demand model results. Active program management of STP and CMAQ. Track obligations. Comprehensive update to air quality documentation for GO TO 2040. Coordinate SIP budgets with IEPA. Two-way communication with local elected officials and Planning Liaisons.

Products and completion schedule:

Product	Product Type	Completion
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		Date:
TIP with updates and/or amendments	Plan/Program	On-Going Select
Active program management reports	Outside Distribution	On-Going Select
Obligation reports	Outside Distribution	On-Going Select
Expenditure Reports	Outside Distribution	On-Going Select
Fiscal Marks	Outside Distribution	As Needed Select
FY 2010 Proposed CMAQ Program	Plan/Program	July 2009
FY 2010 Final CMAQ Program	Plan/Program	November 2009
FY 2011 Application Forms and Instructions	In-house	December 2009
FY 2011 Project Application Proposals Book	In-house	March 2010
FY 2011 Project Application Rankings	In-house	June 2010
Semi-annual conformity determination	Plan/Program	October 2009
Semi-annual conformity determination	Plan/Program	March 2010
Implementation of MOVES model	In-house	March 2010
Tier II Consultation	In-house	As Needed
Updated Conformity Documentation	Plan/Program	October 2010
Review regulatory changes	In-house	On-Going

Optional: Additional information on products can be placed here:

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 1,207,223

Local Match Amount: \$ 301,805

Expense Breakdown for Core UWP Expenditures

\$ 1,282,028	Staff (including overhead)
\$ 227,000	Other costs (specify purpose: Commodities - \$17,000 Contracts - \$210,000: TIP Database, Phase III - \$40,000 CMAQ Analysis, Phase I - \$150,000 Software Maintenance (TIP database) - \$20,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 108.8

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Technical Assistance

Sponsoring Agency: CMAP

Project Description

Purpose: To provide technical assistance with a variety of tools, programs and information sharing designed to share best practices and build regional capacity in transportation and land use planning. Staff work with all municipalities in the region, community organizations, counties, planning, economic and community professionals and the private sector to develop joint programs, promote regional collaboration, analyze professional needs, assess strengths, weaknesses and plan for the future.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: This program addresses and contributes to all core programs of the MPO. Alongside other initiatives, this program specifically works to implement the strategies and policies in the recent CATS and NIPC long range plans. Staff provide technical assistance workshops and encourage public participation for a majority of CMAP's regional priorities. Each plan implementation project or tool developed is designed to be inclusive, information obtained can be integrated into the GO TO 2040 plan, provides quality outcomes, reflects best practices, addresses diversity, economic realities, maximizes the use of technology, promotes collaboration across the region as well as addresses both immediate and longterm goals of regional planning.

Major Tasks: Plan Commissioner Training and County Planning Coordination on transportation and land use planning issues, inventory of regional brownfield sites, corridor development initiative, economic analyses of development decisions, economic cluster analysis, return on investment tool and analysis for local communities to quantify the impacts of development decisions, summits and roundtables on a variety of topics related to transportation and land use planning and impacts.

Products and completion schedule:

Product	Product Type	Completion Date:
	Outside Distribution	June
Regional roundtables, TA workshops,	Outside Distribution	On-Going
Planning Law brochure	Outside Distribution	June 2010
Cluster report 2 and impact studies	Outside Distribution	June 2010
Brownfield Inventory/scenario analysis	Plan/Program	On-Going
Tool and data development	Plan/Program	On-Going

Optional: Additional information on products can be placed here: All activities/products cannot be specifically outlined but most of them evolve and are implemented in response to current or important issues. They encompass a variety of initiatives that strive to achieve, implement, integrate, encourage local involvement and build regional capacity for the overall planning process. All activities under Plan Implementation are designed to complement and lead the GOTO 2040 planning process. They are topic focused and have effective outcomes that are Specific, Measurable, Achievable-Agreed to, reasonable and timebound.

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 1,146,696

Local Match Amount: \$ 286,674

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,245,370	Staff (including overhead)
\$ 188,000	Other costs (specify purpose: Commodities - \$34,500 Research Assts. - \$28,500 Planning Law Brochure - \$50,000 Cluster Analysis - \$75,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 106.5

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Data Development and Analysis

Sponsoring Agency: CMAP

Project Description

Purpose: CMAP's Data Development and Analysis program includes two major activity areas: 1) Urban System Model Development and 2) Data Collection and Dissemination.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Development and application of technical tools for analysis of regional plans and programs are necessary for effective policy evaluation.

Major Tasks: The major sub-projects are: Urban System Model Development, Travel and Activity Survey Project, Land Use Inventory, Transportation System Inventory, County and Municipal Socioeconomic Inventory,

Products and completion schedule:

Product	Product Type	Completion Date:
Urban System Model Executable Model Code, Documentation, Staff Training	In-house	On-Going
Travel Survey Work Program	Outside Distribution	On-Going
Completed travel survey data sets	Outside Distribution	On-Going
Design Documentation & Data Collection for Land Use Inventory	Outside Distribution	On-Going
Highway & Transit System Modeling Datasets	Outside Distribution	As Needed
Field results from county & municipal socioeconomic inventory	In-house	June 2010
County & Socioeconomic Inventory-Summary Results	Outside Distribution	June 2010

Optional: Additional information on products can be placed here:

Financial Data**State FY 10 UWP Project Budget:**

FHWA/FTA Amount Requested: \$ 1,311,159

Local Match Amount: \$ 327,790

Expense Breakdown for Core UWP Expenditures

\$ 1,009,449	Staff (including overhead)
\$ 629,500	Other costs (specify purpose: Commodities - \$14,500 Data Acquisition - \$350,000 Contracts: Modeling Research - \$100,000 Regional Data Archive Demonstration - \$100,000 Data Dissemination Development \$65,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 100.3

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Information Technology Management

Sponsoring Agency: CMAP

Project Description

Purpose: 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.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Maintenance of internal infrastructure and the web environment is vital to making data elements of the TIP, Congestion Management Process, and the Long Range Transportation Plan accessible to the public.

Major Tasks: Internal Computer Infrastructure, Web Environment Management, Application Software Management, Office Systems Management, Regional Data Archive Demonstration, Internal Wiki and Content Management System Development, Internal Data Library Management, Data Dissemination and Visualization.

Products and completion schedule:

Product	Product Type	Completion
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		Date:
Functional Interface Between Agency Workstations and Internal Storage Area	In-house	On-Going
Office Technology Systems	In-house	On-Going
High Capacity Storage Area Network For Archived Data Sets	In-house	June 2010
Content Management System For Users	Outside Distribution	June 2010
Query Interface for Users	Outside Distribution	June 2010
FTP for Uploading and Downloading Data	Outside Distribution	June 2010
Wiki/CMS for Internal Network	In-house	June 2010
Catalog of CMAP Data Assets	In-house	June 2010
Web-Based Data Dissemination Applications	Outside Distribution	June 2010

Optional: Additional information on products can be placed here:

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 1,736,551

Local Match Amount: \$ 434,138

Expense Breakdown for Core UWP Expenditures

\$ 1,106,189	Staff (including overhead)
\$ \$1,064,500	Other costs (specify purpose:
	Commodities - \$28,000
	Contracts: Software maintenance/Licenses - \$206,500
	IT support - \$440,000
	Web mgt, development and maintenance - \$150,000
	Equipment/Software purchase - \$240,000
)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 94.5

CITY OF CHICAGO

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Chicago Sustainable Infrastructure Standards, Phase I

Sponsoring Agency: City of Chicago

Project Type: New Project

Project Description (Responses are intended to be concise. You will be limited on the number of characters that you can input.)

Purpose: The Chicago Sustainable Infrastructure Standards will outline sustainable design recommendations for the public right of way, expanding on the existing complete streets policies supported by the City of Chicago and FHWA in order to include environmental performance in the definition of a "complete street." Transportation planning decisions should not only consider the location and users of any proposed infrastructure project, but also include the environmental footprint created through the design, construction, and life of a project. Phase I of the sustainable infrastructure standards will include the creation of design standards, construction details, and maintenance requirements for Best Management Practices (BMPs) in the public right of way. If funded, Phase II will develop testing and monitoring procedures, evaluate the environmental impacts/benefits of the BMPS, and establish a process for implementation.

Regional Focus Area: Environmental Impacts of Transportation Decisions

Please explain how this project relates to a regional focus area: These expanded standards for the City of Chicago will provide NE Illinois-specific tools, data, and techniques for municipalities to address regional environmental issues. The standards will guide private and public construction of the public right of way, and allow communities to maximize the long-term environmental benefits and life-cycle cost savings associated with sustainable infrastructure design. CDOT has, and continues to, reach out to the region and share knowledge it has gained regarding sustainable design. Leadership in developing standards will package this information into a form which can more easily be shared by the region.

Major tasks: The standards will build off of the existing design standards already established for Chicago's public right of way, including the Streetscape Guidelines and Street and Site Plan Design Guidelines. Within this framework, sustainable infrastructure design standards will be developed that include:

1. Design standards for Best Management Practices
2. Construction details for Best Management Practices
3. Maintenance Requirements for Best Management Practices

With a consultant, the following tasks will be performed:

- Evaluate and establish standards for sustainable infrastructure designs already used/in progress by CDOT, as well as provide recommendations for new technologies and design techniques appropriate for the public right of way.
- Develop construction details for BMPs, and obtain approval from all reviewing and permitting agencies within the public right of way.
- Development maintenance and operations requirements for the proposed BMPs and identify responsible parties.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

Local sustainable design planning documents will be consulted, including the "Adding Green to Urban Design Framework Plan" and the "Chicago Climate Action Plan." The City's revised stormwater ordinance, stormwater management plan, and upcoming intergovernmental agreement with MWRD will also be referenced. Additional research into national best practices for sustainable design will also take place, including New York's High Performance Infrastructure Guidelines and Green Streets Policies in Seattle and Portland.

Primary research data will be provided by CDOT from ongoing monitoring of sustainable infrastructure projects, including the Green Alley Program, Sustainable Streetscape Demonstration, Maxwell Street Market permeable plaza and bioswale, and numerous smaller applications of BMPs in the public right of way. Monitoring of these projects has been a cooperative effort between CDOT, the Department of Environment, Environmental Protection Agency, and Metropolitan Water Reclamation District.

Products and completion schedule:

Product	Product Type	Completion Date:
Design Standards	Plan/Program	December 2010
Construction Details	Plan/Program	December 2010
Maintenance Requirements	Plan/Program	December 2010

Future activities or subsequent studies resulting from this project: This scope of work is intended to be Phase I of a larger effort to develop and implement Sustainable Infrastructure Standards. If funded, Phase II will develop testing and monitoring procedures, evaluate the environmental impacts/benefits of the BMPS, and establish a process for review, approval, and implementation.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 64,000

Local Match (20%): \$ 16,000

Total Project Cost: \$ 80,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 0	Staff (including overhead)
\$ 70,000	Consultant or pass-through
\$ 10,000	Other costs (specify purpose: Printing)

Total Person Months (FY 10): 24

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: City of Chicago Transportation Planning and Programming

Sponsoring Agency: City of Chicago

Project Description

Purpose: 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 other agencies. Such policy, funding and planning assistance facilitates the full and effective participation by City officials.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?:

1. Transportation Improvement Program: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.
2. Long Range Transportation Plan: 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. Unified Work Program: Advance the goals and focus areas of this program through the participation of the City of Chicago.
4. Congestion Management Plan: Participate in the region's congestion mitigation programs.
5. Public Involvement Plan: Assure public involvement at the project level through the CIP development process and other public involvement activities.

Major Tasks: See attached scope for detail.

Products and completion schedule:

Product	Product Type	Completion Date:
Interaction with elected officials and Capital Improvement Program	Outside Distribution	On-Going
Planning Studies	Plan/Program	June 2010
City's portion of the TIP	In-house	As Needed
Data collection and database development	Plan/Program	On-Going
	Outside Distribution	On-Going

Optional: Additional information on products can be placed here: See attached scope for detail. Reports summarizing major planning studies and the information and analysis of the information are made available to other agencies upon request

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 800,000

Local Match Amount: \$ 200,000

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 580,000	Staff (including overhead)
\$ 420,000	Other costs (specify purpose: Consultant)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 54

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Coordinating Planner I	Manage and develop information for planning studies that respond to existing and future transportation needs; Identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies	10
Coordinating Planner I	Conduct scoping of City projects, develop implementation schedules, budgets, etc; participate with community organizations, institutions and individuals in defining capital project scopes prior to preliminary engineering	10
Coordinating Planner I	Respond to written and oral requests and inquiries; develop and process necessary agreements; assist other public agencies on planning projects	4
Coordinating Planner I	Coordinate projects with other government agencies and private developers	4
Coordinating Planner I	Develop budget and impact information for CMAQ program	2
Two (2) Coordinating Planner II positions	Development of the financial plan	12
Project Director	Participate in the analysis of Transportation Control Measures; prepare periodic reports; monitor progress of the TIP Conformity Analysis; analyze RTP for impact on City's portion of the TIP	5
City Planner IV	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.	7

Optional: Information on additional staff involvement can be placed here:

The five Coordinating Planner I personnel identified above participate in all activities assigned to each. The two Coordinating Planner II personnel (listed in the same row due to space constraints) and the City Planner IV and the Project Director participate in all activities assigned to each.

Optional: Comments on core planning activities not covered by UWP funding: The Federal planning funds received do not cover the entire cost of the preliminary planning and TIP related activities.

ADDENDUM TO THE CITY OF CHICAGO'S
APPLICATION FOR FY10 UWP CORE FUNDING

Proposed FY10 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.
- 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 through 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 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 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Crosswalk Treatment Methodology and Toolbox

Sponsoring Agency: City of Chicago

Project Type: New Project

Project Description

Purpose: The purpose of this project is to develop a toolbox and methodology for marking uncontrolled intersections and mid-block crosswalks. This toolbox will be used to assist engineers and project managers in identifying locations for specialized crosswalk treatments such as international style striping, rapid flash beacons, HAWK signals, bumpouts, and pedestrian refuge islands. Based on findings from the Federal Highway Administration's "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations" and other studies, the toolbox will include factors like vehicle speeds, number of lanes, lane width, pedestrian and vehicle volumes, and the distance to the nearest signalized crossing location. The resulting toolbox could be used to assist the City of Chicago, other municipalities and our regional partners in determining appropriate crossing treatments. The City is seeking to begin work on this project as soon as possible, as Chicago has been identified as a focus city for pedestrian safety by the Federal Highway Administration. The project will assist in institutionalizing pedestrian safety treatments across projects so that Chicago provides the best walking experience possible.

Regional Focus Area: Providing Technical Assistance

Please explain how this project relates to a regional focus area: While this project is specific to Chicago, the final toolbox could be used by municipalities throughout the region. The toolbox will reflect best practices in pedestrian safety crossing treatments. By utilizing similar treatments regionally, we can communicate to both drivers and pedestrians the best location to cross and the presence of pedestrian traffic.

Major tasks: Major tasks for this project include:

1. Evaluating potential crosswalk treatments
2. Developing criteria for consideration in the crosswalk toolbox model
3. Developing the toolbox to include input criteria and output recommendations
4. Testing locations to understand strengths and weakness in the draft toolbox model
5. Revising the toolbox model based on the testing locations in task four
6. Finalizing the toolbox to include a user-friendly interface
7. Meeting with City engineers and project managers to present the crosswalk toolbox
8. Sharing the toolbox and methodology with the MPO for regional availability

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Phase I of Chicago’s Pedestrian Plan is complete and work on Phase II, the goals and recommendations, will begin this month. The Pedestrian Plan will include recommendations on developing a crosswalk improvement toolbox. As this is a safety need that we have already identified, we are seeking to begin work on this before the completion of the Pedestrian Plan. Additionally, the toolbox will assist in institutionalizing Chicago’s complete streets policy and in ensuring that the City is prioritizing the most appropriate pedestrian safety treatments. To do this, the City will consider data collected during recent city-wide ADT counts, the downtown pedestrian counts, CTA ridership counts, and information available through GIS layers reflecting right-of-way geometries and land use.

Products and completion schedule:

Product	Product Type	Completion Date:
Draft Toolbox Model	In-house	November 2009
Final Toolbox Model	Plan/Program	February 2010
City Toolbox Launch	In-house	April 2010
Regional Toolbox Launch	Outside Distribution	June 2010

Optional: The products developed in this project will be similar to those developed for other large cities, notably Oakland, CA. The Oakland tool reflects that city’s unique conditions and is not suitable for direct use in the Chicago area.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 80,000

Local Match (20%): \$ 20,000

Total Project Cost: \$ 100,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 10,000	Staff (including overhead)
\$ 90,000	Consultant or pass-through
\$ -----	Other costs (specify purpose:)

Total Person Months (FY 10): 12

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: West Loop Terminal Area Plan

Sponsoring Agency: City of Chicago

Project Type: New Project

Project Description

Purpose: To develop a transportation plan for the West Loop area in the vicinity of Union Station and Oglivie Center. The study responds to growing congestion on the streets and curb space in the immediate vicinity of these terminals, the need for improved intermodal connections, and the need to accommodate future BRT and/or rail connections to the larger Central Area.

Regional Focus Area: Comprehensive Regional Plan Development

Please explain how this project relates to a regional focus area: The study will evaluate connections among the various line-haul and distribution services in the terminal areas and recommend projects and policies to facilitate intermodal transfers, thereby make transit an attractive alternative. The study also permits refinement of plans for Central Area Transitway alignments and stations serving the West Loop area.

Major tasks:

1. Develop information on existing and future development and transportation services and use, including an inventory of the use of streets, sidewalks, and curb space in the West Loop Area.
2. Analyze demand by time of day and the capacity of the transportation transportation infrastructure and network.
3. Define alternative plans designed to improve intermodal connections. Each alternative would include: physical improvements to serve transit riders; an allocation of street lanes and curb space; measures to improve flows of vehicles and pedestrians in the station areas; and changes in signage and wayfinding.

4. Refine and revise plans as needed for Central Area Transitway links in the West Loop area and alignments connecting to the area.
5. Evaluate plans in consultation with other City departments, RTA, the transit service boards, Amtrak, private transportation providers, and building managers.
6. Recommend a short-term and long-range transportation plan, potential funding sources, and a strategy for implementation.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

Chicago Central Area Plan (2003) and Central Area Action Plan (pending), RTA Coordination Studies, studies of Canal/Clinton traffic studies (2007), Central Area Transitway feasibility studies and plans; West Loop Transportation Center Plans, CTA and Metra ridership studies.

Products and completion schedule:

Product	Product Type	Completion Date:
Statement of Current Conditions and Issues	In-house	August 2010
Conceptual Plans - Alternatives	Plan/Program	October 2010
Evaluation of Benefits and Costs	Plan/Program	December 2010

Future activities or subsequent studies resulting from this project: Potential use of City, State or federal funds for implementation of plans.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 180,000

Local Match (20%): \$ 45,000

Total Project Cost: \$ 225,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 20,000	Staff (including overhead)
\$ 205,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 4

Optional: Information on additional funds or grants that will be used on this project: To address congestion in the area caused by the expansion of intercity bus services and the proposed development of Union Station, approximately \$102,000 FY06 and FY07 UWP funds were used to develop preliminary plans for use of curb space in the immediate vicinity of Union Station.

COUNCIL OF MAYORS

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Subregional Transportation Planning, Programming and Management

Sponsoring Agency: Regional Council of Mayors

Project Description

Purpose: 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 development and monitoring, general liaison services, technical assistance and communications assistance.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Through the Planning Liaison (PL) Program, the Council of Mayors provides a link between CMAP and the suburban Mayors. PL staff coordinates with CMAP and other local, regional and state transportation agencies to support the integration of transportation and land use in the Long Range Plan, subregional corridor planning, data collection, ITS initiative, etc. Each council manages an STP program that is integrated into the Transportation Improvement Program. PL staff work to advance the goals and focus areas of the Unified Work Program and Congestion Management System throughout the region. The PL Program provides a forum for municipal education and involvement in support of CMAP's Public Participation Program.

Major Tasks: See attached Council of Mayors scope for details. (Please note that several tasks include additional activities that will be submitted as part of the Discretionary Program Element (Competitive Selection) of the UWP.)

Products and completion schedule:

Product	Product Type	Completion Date:
FY 09 - 13 Surface Transportation Program	Plan/Program	On-Going
Municipal project applications (CMAQ, RTAP, ITEP, etc.	Plan/Program	As Needed
FY 2010 Quarterly Reports	Outside Distribution	As Needed

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 1,095,133

Local Match Amount: \$ 409,045

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,007,131	Staff (including overhead)
\$	Other costs (specify purpose:)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 180

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Planning Liaisons	See attached scope for details.	180

Optional: Information on additional staff involvement can be placed here: Each Council utilizes the staff needed to accomplish scope tasks, with the overall PL program having the equivalent of 11 full-time staff at 80/20 match and 4 full-time staff at 50/50 match. The \$1,007,131 in federal funds, is matched with \$210,319 at 80/20, and \$165,856 in additional local match at 50/50 (see attached Funding Request Summary for details).

Council of Mayors - FY 2010 UWP Request Summary

FY10 Core Supplemental - REVISED							
Council	80/20 Federal	50/50 Federal	Federal Total	80/20 Local	50/50 Local Match	Local Total	Total Federal and Local
	\$73,393.36	\$0.00	\$73,393.36	\$18,348.34	\$0.00	\$18,348.34	\$91,741.70
Northwest	\$81,143.03	\$0.00	\$81,143.03	\$20,285.76	\$0.00	\$20,285.76	\$101,428.79
North Central	\$73,125.84	\$0.00	\$73,125.84	\$18,281.46	\$0.00	\$18,281.46	\$91,407.30
Central	\$71,757.82	\$0.00	\$71,757.82	\$17,939.45	\$0.00	\$17,939.45	\$89,697.27
Southwest	\$74,105.08	\$0.00	\$74,105.08	\$18,526.27	\$0.00	\$18,526.27	\$92,631.35
South	\$77,366.44	\$41,464.09	\$118,830.54	\$19,341.61	\$41,464.09	\$60,805.70	\$179,636.24
DuPage	\$85,680.78	\$41,464.09	\$127,144.87	\$21,420.19	\$41,464.09	\$62,884.29	\$190,029.16
Kane Kendall	\$76,915.84	\$41,464.09	\$118,379.93	\$19,228.96	\$41,464.09	\$60,693.05	\$179,072.98
	\$80,102.62	\$0.00	\$80,102.62	\$20,025.65	\$0.00	\$20,025.65	\$100,128.27
McHenry	\$71,956.65	\$0.00	\$71,956.65	\$17,989.16	\$0.00	\$17,989.16	\$89,945.81
Will	\$75,727.21	\$41,464.09	\$117,191.31	\$18,931.80	\$41,464.09	\$60,395.90	\$177,587.20
Totals	\$841,274.67	\$165,856.37	\$1,007,131.04	\$210,318.67	\$165,856.37	\$376,175.04	\$1,383,306.08

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Subregional Planning, Programming and Management

Sponsoring Agency: Regional Council of Mayors

Project Type: New Project

Project Description

Purpose: To provide for strategic participation by local officials in the regional planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing local liaisons to regional activities, facilitating communication between local and regional stakeholders, and coordinating local technical assistance for regional programs, projects, and research.

Regional Focus Area: All

Please explain how this project relates to a regional focus area: CMAP has consistently expressed the need for Planning Liaisons to support its role in regional planning and in the integration of regional planning and transportation. This request recognizes the vital role that PLs play in linking CMAP to the region's municipalities. These funds will cover Planning Liaison/Council work in support of the Region's Focus Areas.

Major tasks: Communication, general liaison, and technical assistance (see attached Council of Mayors scope for details).

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): These activities build on work that the Council of Mayors has successfully accomplished over twenty years to link the region's Metropolitan Planning Organization to the region's 272 municipalities and their elected officials.

Products and completion schedule:

Product	Product Type	Completion Date:
Products in support of the Region's Focus Areas.	Plan/Program	As Needed
Municipal improvement project applications	Plan/Program	As Needed
FY 09 Quarterly Reports	Plan/Program	On-Going

Future activities or subsequent studies resulting from this project: To be determined based on CMAP and Council activities.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 204,000

Local Match (20% and 50%): \$ 76,125

Total Project Cost: \$ 280,125



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 280,125	Staff (including overhead)
\$	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 36

Optional: Information on additional funds or grants that will be used on this project: The \$204,000 in federal funds, is matched with \$42,625 at 80/20, and \$33,500 in additional local match at 50/50 (see attached Funding Request Summary for details).

Council of Mayors - FY 2010 UWP Request Summary

FY10 Discretionary - To be considered by Executive Committee							
Council	80/20 Federal	50/50 Federal	Federal Total	80/20 Local	50/50 Local Match	Local Total	Total Federal and Local
	\$ 14,874.53	\$ -	\$14,874.53	\$ 3,718.63	\$ -	\$3,718.63	\$ 18,593.16
Northwest	\$ 16,445.15	\$ -	\$16,445.15	\$ 4,111.29	\$ -	\$4,111.29	\$ 20,556.44
North Central	\$ 14,820.31	\$ -	\$14,820.31	\$ 3,705.08	\$ -	\$3,705.08	\$ 18,525.38
Central	\$ 14,543.06	\$ -	\$14,543.06	\$ 3,635.76	\$ -	\$3,635.76	\$ 18,178.82
Southwest	\$ 15,018.78	\$ -	\$15,018.78	\$ 3,754.70	\$ -	\$3,754.70	\$ 18,773.48
South	\$ 15,679.76	\$ 8,375.00	\$24,054.76	\$ 3,919.94	\$ 8,375.00	\$12,294.94	\$ 36,349.70
DuPage	\$ 17,364.81	\$ 8,375.00	\$25,739.81	\$ 4,341.20	\$ 8,375.00	\$12,716.20	\$ 38,456.01
Kane Kendall	\$ 15,588.43	\$ 8,375.00	\$23,963.43	\$ 3,897.11	\$ 8,375.00	\$12,272.11	\$ 36,235.54
	\$ 16,234.29	\$ -	\$16,234.29	\$ 4,058.57	\$ -	\$4,058.57	\$ 20,292.86
McHenry	\$ 14,583.35	\$ -	\$14,583.35	\$ 3,645.84	\$ -	\$3,645.84	\$ 18,229.19
Will	\$ 15,347.53	\$ 8,375.00	\$23,722.53	\$ 3,836.88	\$ 8,375.00	\$12,211.88	\$ 35,934.41
Totals	\$ 170,500.00	\$ 33,500.00	\$ 204,000.00	\$ 42,625.00	\$ 33,500.00	\$ 76,125.00	\$ 280,125.00

Proposed Scope of Service/Responsibilities

FY 2010 Planning Liaison Scope of Services

Scheduled for consideration by the Council of Mayors Executive Committee on 03/03/2009

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 2010 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 *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 Elgin O'Hare – West Bypass study, the RTA 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.

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* Indicators project to a data archiving project.

CTA

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Program Development

Sponsoring Agency: CTA

Project Description

Purpose: Improve CTA capital program coordination with regional Transportation Improvement Program (TIP)

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?

This project will facilitate CTA's coordination of its capital program development with the Chicago Regional five-year Transportation Improvement Program.

Major Tasks:

1. Develop CTA's capital programs for inclusion in the five-year regional TIP.
2. Identify and analyze potential capital projects for funding eligibility.

Products and completion schedule:

Product	Product Type	Completion Date:
Annual Report	In-house	June 2010

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 310,464

Local Match Amount: \$ 77,616

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 388,080	Staff (including overhead)
\$	Other costs (specify purpose:)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 36

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Technical Staff	Solicit proposals/projects from CTA business units; review unfunded needs lists; examine current five-year program on an on-going basis; reassess project readiness and schedule; assess project viability; perform cost-benefit analysis;	36
	Develop scope schedule, budget, and cash flow estimates; verify compliance and eligibility issues for historic properties; determine need for and prepare environmental assessment, as warranted; analyze program mark;	
	Align projects to efficiently utilize marks; develop program into TIP database; monitor projects and provide Quarterly Reports.	

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: North Main Line Corridor Demand Study

Sponsoring Agency: CTA

Project Type: New Project

Project Description

Purpose: Model travel demand in the North Main Line Corridor for bus and rail service to inform a comprehensive vision for rehabilitation in the corridor.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area:

The North Main Line Corridor is parallel and provides an alternative to North Lakeshore Drive and the Edens Expressway (I-94) as well as many local roads. CTA Red, Yellow and Purple rail lines and extensive parallel express bus services in this corridor serve the densest residential concentration in the region, the Central Business District, and the suburbs of Evanston, Skokie, and Wilmette. Corridor travel needs have changed since infrastructure was originally built and service patterns developed and are anticipated to change through 2040. The North Main Line rail infrastructure is in need of rehabilitation, which provides an opportunity to build infrastructure that allows alternative rail service patterns. Modeling the travel demand for this corridor under various bus and rail service configurations would allow development of a service plan that better utilizes existing infrastructure and guides rehabilitation.

Major tasks:

1. Review and refine CMAP's existing travel demand model
2. Develop multiple alternative rail operating plans
3. Develop alternative bus operating plans
4. Develop network coding for alternative service plans
5. Model detailed corridor-level travel demand

6. Prepare travel demand report - including recommended TDM enhancements

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

Substantial work has been completed to summarize existing plans and data that correspond with the North Main Line. In addition, technical analysis has identified physical barriers and requirements for infrastructure in the corridor. Preliminary in-house analysis has identified multiple alternative operating plans.

Products and completion schedule:

Product	Product Type	Completion Date:
Travel demand model calibration report	In-house	July 2010
Recommended TDM enhancements memo	In-house	December 2010
Alternative service scenario report	In-house	December 2010
Detailed corridor travel demand report	Outside Distribution	June 2011

Future activities or subsequent studies resulting from this project:

Formulate Corridor Vision – Reconstruction/Rehabilitation Strategy

Preliminary Engineering and Environmental Review

Final Engineering

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 400,000

Local Match (20%): \$ 100,000

Total Project Cost: \$ 500,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 100,000	Staff (including overhead)
\$ 400,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 15

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Study of Limited Bus Stop Service

Sponsoring Agency: CTA

Project Type: New Project

Project Description

Purpose: The study will evaluate the effectiveness of a Chicago Transit Authority (CTA) pilot to increase the ratio of limited-stop to local bus service on three (3) CTA bus corridors: Garfield/55th Street (Routes #55 and #X55), Western Avenue (Routes #49 and #X49), and Irving Park (Routes #80 and #X80). The 180-day pilot will be implemented during the Spring of 2009 and will increase the frequency of limited-stop service to approximately 60% of overall service on the corridor. The study will evaluate the effectiveness of this change as measured by overall change of ridership on the corridor, increase in travel speed, productivity of local and express routes, and impact on customer satisfaction. Additionally, the study will evaluate the effectiveness of bus stop spacing on the pilot corridors by analyzing ridership by stop and how it impacted the overall effectiveness of the service. Finally, the study will recommend the optimal ratio of express to local service on the pilot routes.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The project will inform how limited stop service benefits CTA customers, including attracting new customers to a corridor while maintaining a cost-neutral environment. The study will look at changes in overall travel time for both limited stop and local service, and improvements in traffic flow in congested traffic areas. The study will analyze specific characteristics of each corridor, such as average trip length and headway of the corridor, and how it impacted the overall success of the pilot.

Major tasks: Analyze effectiveness of pilot by measuring overall change in corridor ridership, market share of local and limited-stop routes, improvements in passenger travel time, and productivity of local and express routes (as measured by passengers per trip and per vehicle hour of limited and local service). Additionally, the study will identify specific characteristics of each corridor such as average length of passenger trips and the combined headway of the local and express service, and how these factors impacted the shifts in ridership patterns from local to express. Finally, the study will compare market research data collected during the pilot on all impacted routes to understand customer's perception and compare to a baseline study conducted during the pilot as comparison.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Pre-pilot market research study of affected routes, February/March 2009 by CTA Market Research Department. Thesis by Stacey Schwarcz, Candidate for Master of Science in Transportation, Massachusetts Institute of Technology, September 2004, "Service Design for Heavy Demand Corridors: Limited-Stop Bus Service"

Products and completion schedule:

Product	Product Type	Completion Date:
Market research follow-up study during pilot	In-house	August 2009
Market research final report on customer experience	In-house	October 2009
Ridership, market share, and productivity analysis of pilot routes	In-house	January 2010
Final report on effectiveness of increased limited-stop service on key corridors	Outside Distribution	March 2010

Future activities or subsequent studies resulting from this project: Subsequent studies will evaluate the effectiveness of limited stop service in planning express bus service, including Bus Rapid Transit (BRT) service. The study will provide a baseline for how bus speed can be improved with limited bus stop spacing prior to adding features such as dedicated bus lanes and traffic signal priority characteristic of BRT service. Also, recommendations on how to improve customer outreach on similar service changes to improve customer understanding of service.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 100,000

Local Match (20%): \$ 20,000

Total Project Cost: \$ 120,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 120,000	Staff (including overhead)
\$	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 8

METRA

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Program Development

Sponsoring Agency: Metra

Project Description

Purpose: Program Development incorporates capital transit planning and programming to address regional transportation improvement, congestion management, safety and security planning, proactive public participation, and development and monitoring of a fiscally constrained TIP.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: 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; proactive public involvement process through documents for public review and comment; and facilitation of communication between local and regional governmental entities. An extensive range of activities done prior to TIP submittal (data collection, financial planning and analysis) contribute to products of MPO responsibility.

Major Tasks: Program and budget amendments; environmental reviews; TIP revisions; database management for rolling stock, track and structure, bridges, signal and electrical equipment, facilities, stations, parking; capital investment/financial analysis

Products and completion schedule:

Product	Product Type	Completion Date:
Preliminary Program and Budget	Outside Distribution	October 2009
Final Program and Budget	Outside Distribution	November 2009
TIP Submittal	Outside Distribution	December 2009
Public Involvement briefing materials		November 2009

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 320,000

Local Match Amount: \$ 80,000

Expense Breakdown for Core UWP Expenditures

\$ 400,000 Staff (including overhead)
 \$ Other costs (specify purpose:)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 42

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Section Chief	Program coordination, development, capital inventory analysis	9
Section Chief	Briefing materials for public involvement	2
Section Chief	Coordination of Environmental Reviews	1
Program Coordinator	TIP submittals and capital program preparation and revisions	8
Program Coordinator	Briefing materials for public involvement	2
Program Coordinator	Database management and fiscal analysis	2

Program Coordinator	Development of capital programs	12
Division Director	Coordination of all program development document reviews, approvals, and submittals	6

Optional: Information on additional staff involvement can be placed here: Multiple departments within Metra contribute to products of Program Development while not charging their time to this project.

Optional: Comments on core planning activities not covered by UWP funding: Activities for which UWP funding is not proposed includes further financial planning and development participation by various Metra departments and contract rail carriers as well as costs for document reproduction.

PACE

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Pace Development and Land Use Guidelines

Sponsoring Agency: Pace

Project Type: New Project

Project Description

Purpose: The development of a locally based transit policy as it relates to land use. Current practices in the region do not allow for the timely sharing of information on new development and roadway projects as related to transit planning. Pace wants to take the initiative by providing communities a "how-to" guide book on both Traditional and Non-Traditional Transit Oriented Development in the Chicago Suburbs that would facilitate the cooperation between Pace and communities in their effort of economic and community development, job-housing-transportation planning.

Regional Focus Area: Integration of Transportation and Land Use

Please explain how this project relates to a regional focus area: Integration of transportation and land use planning; public involvement in transportation and comprehensive planning; transportation's role in economic and community development.

Major tasks: Update the Pace Development Guidelines including transit infrastructure, pedestrian access, and land use; business development and community outreach and education on transit oriented development; develop a coordination program which allows planning entities including municipalities, counties and CMAP to partner with Pace on new development and roadway projects; business development outreach to realtors, brokers, developers, economic development, and community development throughout the Chicago area.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Pace Development Guidelines, Niles

TOD Study, Transit/Land Use Policies, various TOD Studies region wide.

Products and completion schedule:

Product	Product Type	Completion Date:
Development Guidelines	Outside Distribution	December 2009
Community outreach	In-house	On-Going
Business outreach	In-house	On-Going

Optional: Additional information on products can be placed here: Coordination program includes updating and marketing Development Guidelines.

Future activities or subsequent studies resulting from this project: Updated guidelines, outreach and marketing.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 200,000

Local Match (20%): \$ 50,000

Total Project Cost: \$ 250,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 50,000	Staff (including overhead)
\$ 200,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 12

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Rideshare Services Program

Sponsoring Agency: Pace

Project Description

Purpose: The Pace Rideshare Program seeks to support individuals and employers in developing carpools and vanpools in support of regional plan objectives.

Core Element Addressed/Supplemental: Congestion Management Process

Justification: How does this project address core MPO responsibilities?: Ridesharing is recognized as a major component of management and operational planning strategies that increase operational efficiency of highway and arterial roads, lengthen the life-span of capital infrastructure investments, reduce dependency on limited fuel supplies, promote sustained high occupancy vehicle travel behavior and improve air quality. The goal of the marketing program is to increase ridesharing participation by directing people to PaceRideShare.com, which features Pace's new GreenRide ridematching system. The system will have the capability of tracking regional emissions reductions when participants report their commuting data.

Major Tasks:

1. Develop, produce, and distribute Pace RideShare information piece(s).
2. Select and procure promotional giveaway items.
3. Continue to improve the functionality and design of the PaceRideShare.com website.

Products and completion schedule:

Product	Product Type	Completion Date:
Promotional Items	Outside Distribution	As Needed
Website updates and maintenance	Plan/Program	On-Going
Fuel Cards	Outside Distribution	On-Going

Optional: Additional information on products can be placed here: Examples of promotional items include brochures/pamphlets, photo/video production, and giveaways (ie pens, keychains, etc.). Fuel Cards will be used as raffle prizes to reward carpool groups who report their commuting information.

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 140,000

Local Match Amount: \$ 35,000

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 25,000	Staff (including overhead)
\$ 150,000	Other costs (specify purpose: pass-through/consultancy and fuel card purchase.)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 4

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Project manager	All	4

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: TIP Development & Monitoring

Sponsoring Agency: Pace

Project Description

Purpose: To develop a fiscally constrained Suburban Bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of regional comprehensive plans. Participate in the TIP and CMAQ development process and provide support for the air quality conformity analysis of Capital Projects.

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?: This project would address the Transportation Improvement plan of the five Federally required products of the Metropolitan Planning Organization. In addition, it would provide for support of those five Federally required products.

Major Tasks:

1. Participate in TIP and CMAQ development process.
2. Develop Pace Five Year Capital Plan for FY 2010-2014.
3. Update TIP to include all new project information for 2010-2014.
4. Provide analysis of Capital projects identifying impact on air quality for CMAQ conformity.
5. Monitor progress of the TIP Conformity Analysis.

Products and completion schedule:

Product	Product Type	Completion Date:
Pace TIP element	In-house	On-Going
Pace Fiscal Year 2010-2014 Capital Program	In-house	December 2009
Monitor TIP Projects	In-house	On-Going

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 120,000

Local Match Amount: \$ 30,000

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 150,000	Staff (including overhead)
\$	Other costs (specify purpose:)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 18

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Senior Grants Administrator	Develop and administor Grants Projects, TIP analysis and monitoring of Program	12
Senior Project Manager	Various support functions, TIP monitoring, CMAQ monitoring	6

RTA

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Regional Coordination of Transit Customer Satisfaction Surveys

Sponsoring Agency: RTA

Project Type: New Project

Project Description

Purpose: The purpose of this initiative is to establish a common methodology for implementing a regional customer satisfaction measurement system with the goal of tracking and evaluating regional transit performance on critical customer experience touch points. House Bill 656, enacted in January 2008, commits the RTA to evaluating the impact and effectiveness of public transit. One important performance measure (specifically mentioned in the RTA Act) is customer satisfaction. At present, all three Service Boards conduct their own surveys at different times and at different intervals, using different methods and scales of satisfaction. Thus, it is impossible to consolidate the results in one unified regional customer satisfaction performance measure or even a set of attributes. This initiative will provide a common sampling approach and methodology for surveying customer satisfaction across the entire transit system in northeastern Illinois.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The RTA, with the input of the Service Boards and other stakeholders, developed a set of regional performance measures to be monitored to comply with the legislative mandates. Customer satisfaction is one of these measures that need to be monitored on a regional level. A coordinated set of customer satisfaction measurements for northeastern Illinois is also part of the RTA's overall strategy for making transit more attractive, particularly for customers using more than one Service Board, and will help the RTA address interagency barriers to increased use of public transit. Although this project may not eliminate the need for individual Service Board surveys, it offers an opportunity for collaboration in developing a common methodology for conducting the surveys, which may then result in some level of

consolidation in the future. The RTA will coordinate this project and work closely with all three Service Boards to ensure that the methodology is sound and feasible.

Major tasks:

1. Develop an RFP for laying a groundwork and developing a common methodology for conducting a regional customer satisfaction survey to riders of all three Service Boards, and select a consultant.
2. Establish a working group (Task Force) representing all three Service Boards and RTA to work on the methodology and sampling approach to the survey.
3. Review background information, methodologies and sampling plans of customer satisfaction/ rider surveys of all three Service Boards. Conduct focus groups, including riders using service of all three Service Boards.
4. Develop survey distribution and sampling plan.
5. Develop questionnaire(s)

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): This effort will draw on the customer satisfaction surveys previously undertaken by CTA, Metra and Pace and is driven by the transit reform legislation that became law in January 2008.

Products and completion schedule:

Product	Product Type	Completion Date:
Prepare an RFP for developing a methodology for conducting a coordinated customer satisfaction/ rider survey(s).	In-house	August 2009
Select a consultant.	In-house	October 2009
Establish working group (Task Force) representing all three Service Boards and RTA to work on methodology and sampling approach to the survey.	In-house	November 2009
Consultant begins. Review background information, methodologies and sampling plans of customer satisfaction/ rider/ non-rider surveys of all three Service Boards.	Plan/Program	November 2009
Conduct focus groups.	Plan/Program	January 2010
Develop survey distribution and sampling plan.	Plan/Program	March 2010
Develop and finalize questionnaire(s).	Plan/Program	May Select
Report findings	Plan/Program	June 2010

Future activities or subsequent studies resulting from this project: The results of this effort will provide a common methodology for conducting future customer satisfaction surveys, thus making it possible for policymakers to track changes in rider and nonrider perceptions of the regional transit system over time. RTA will support improvement opportunities with additional required studies, communicate the results and improvements made to customers.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 80,000

Local Match (20%): \$ 20,000

Total Project Cost: \$ 100,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 100,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 9

FY 2010 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project/Program Title: Regional Data Archive Demonstration

Sponsoring Agency: RTA

Project Description

Purpose: Contribute to the design and implementation of a CMAP-led web-based data exchange mechanism for archived transportation data. RTA has significant experience with web-based data access in its RTAMS system which currently serves 2,000+ users. Expected contributions are access to transit data and potential adaptation of the RTAMS user interface to provide content management, data visualization and analysis.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Will consolidate archive and data provision objectives of regional ITS, RTAMS and other programs. Will provide partner agencies a web-based data exchange method for transportation data.

Major Tasks: See CMAP proposal "Information Technology Management" for more details on the Regional Data Archive Demonstration.

Financial Data

State FY 10 UWP Project Budget:

FHWA/FTA Amount Requested: \$ 72,000

Local Match Amount: \$ 18,000

<u>Expense Breakdown for Core UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 90,000	Other costs (specify purpose: Software development UIC-Dept Comp. Science under contract to RTA)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 10): 9

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Software Engineer	Software development	5
RTA Mgr	Project management and concept design	1
RTA Analyst	Design development and archived data access	3

Optional: Information on additional staff involvement can be placed here: RTA staff effort will not be charged to project.

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Regional Transit Technology Plan

Sponsoring Agency: RTA

Project Type: New Project

Project Description

Purpose: As part of the overall update of the RTA's Regional Transportation Strategic Plan, the RTA is looking to set the direction in regards to the implementation of transit technology for the region. This project will examine alternative roles for the RTA and establish a vision for the region in terms of the implementation of transit technology. The plan will include goals, objectives and measurable success metrics where applicable. The regional vision will be formalized through the creation of a Regional Transit Technology Plan to be adopted by the RTA Board of Directors.

Regional Focus Area: Congestion Relief

Please explain how this project relates to a regional focus area: The Regional Transit Technology Plan will provide direction for the RTA and the service boards in making decisions related to the implementation of technology across the region's transit system.

Major tasks:

1. Assess the current and past processes regarding the development and implementation of transit technology projects within the region.
2. Evaluate the advantages and disadvantages of different alternative roles that the RTA could maintain with respect to transit technology within the region.
3. Provide a Needs Assessment for the RTA to be successful at maintaining the recommended role.
4. Produce a set of alternative visions for the region with respect to the development and deployment of transit technology.
5. Refine alternative visions into one preferred regional vision.

6. Develop goals and objectives consistent with the preferred regional vision.
7. Develop a set of metrics by which progress towards the preferred vision can be measured.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): RTA Regional Transit ITS Plan Project (2001), RTA Regional Transportation Strategic Plan (aka Moving Beyond Congestion) (2007).

Products and completion schedule:

Product	Product Type	Completion Date:
Regional Transit Technology Plan	Plan/Program	March 2010

Future activities or subsequent studies resulting from this project: Based on the recommendations of this plan, RTA will actively assume the prescribed role with regard to transit technology development and deployment within the region. The RTA will then proceed with a program of projects that achieve the vision, goals and objectives established by this plan.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 120,000

Local Match (20%): \$ 30,000

Total Project Cost: \$ 150,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 150,000	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10): 6

COUNTIES

FY 10 UWP PROPOSAL FORM

Discretionary Program Element

(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: DuPage County Pavement Management Program

Sponsoring Agency: DuPage County

Project Type: New Project

Project Description

Purpose: To Develop and implement a new pavement management system that will utilize engineering and financial analysis tools to provide DuPage County with a better method for programming scarce resources while maintaining a high pavement condition and performance. System evaluation is included in the project using mechanistic pavement condition ratings in order to provide a baseline.

Regional Focus Area: Financing the Transportation System

Please explain how this project relates to a regional focus area: The product of this work will be used by management staff to analyze paving and resurfacing strategies that make optimum use of funds to maintain highway system quality. The project utilizes fund sources, multi-year programs, fiscal constraints or fiscal strategies, and alternative paving technologies to recommend cost deferral and cost saving programs.

Major tasks:

1. Record review and data transfer
2. Network definition and data conversion
3. Software model customization
4. Development of pavement performance models
5. Development of funding source and investment parameter models
6. Develop policy on project selection and performance goals
7. Analysis of short, medium and long-term maintenance and repair strategies
8. System delivery and training
9. Perform mechanistic pavement testing on entire DuPage County highway system

Tasks 1 through 3 will focus on preparing the DuPage County highway network and legacy data for conversion into the pavement analysis model.

Task 4 will be a more universally applicable and transferable task that will generate sets of pavement performance curves for different types of pavement, different classes of road and other conditions such as traffic and load factors. In addition, the County and consulting team shall develop a comprehensive matrix of pavement repair and performance response. Costs, benefits and pavement performance models under various repair scenarios will be developed and made available to all jurisdictions through a series of reports and tables. The reports are also contemplated to include a Microsoft Excel pavement repair cost and performance routine that can be used by municipalities and local agencies to do inexpensive analyses on surface arterials and collectors.

Task 5 through 8 will involve detailed County policy and financial strategizing that will feed into the pavement analysis module. Funding sources and strategies particular to the County and its road system will be identified and deployed in the model in addition to new pavement life attenuating strategies that have not been explored by the County. The result will be model methods that will allow staff and management to explore the interplay of pavement performance, fiscal policy and public policy. The culmination of these tasks will be a series of scenarios and policy options for DOT management and County Board consideration. Mapping of system performance under the various management scenarios is fully expected. Reports detailing the decisions and scenarios will be produced and available for distribution to peer agencies.

Task 9 would involve field testing of pavement using a Falling Weight Deflectometer test to provide a better and more thorough examination of pavement base and surface condition.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): DuPage County has detailed pavement type and historical condition ratings and has developed pavement centerline and route system. Staff is currently in the process of dynamic segmentation of highway route system. All of this information will be incorporated into the pavement management module, thereby reducing project costs.

Products and completion schedule:

Product	Product Type	Completion Date:
Data Conversion	In-house	November 2009
Data/Network Integration	In-house	November 2009
Data Mapping	In-house	November 2009
Pavement Performance Model Report	In-house	January 2010
Fund Source and Investment Param Report	In-house	March 2010
Maintenance and Repair Strategy Report	In-house	March 2010
Software Delivery and Installation	In-house	September 2009
Software Training	In-house	April 2010
Field Testing Data and Analysis	In-house	November 2009

Optional: Additional information on products can be placed here: Products that are transferable from Tasks 4 through 8 will be made available to peer agencies and CMAP as indicated above.

Future activities or subsequent studies resulting from this project: Annual, three and five year maintenance and repair plans and programs.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 86,828

Local Match (20%): \$ 21,707

Total Project Cost: \$ 108,535



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 108,535	Consultant or pass-through
\$	Other costs (specify purpose:)

Total Person Months (FY 10):

FY 10 UWP PROPOSAL FORM

Discretionary Program Element (COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2009 to June 30, 2010)

Project Title: Lake County 2040 Transportation Plan

Sponsoring Agency: Lake County

Project Type: New Project

Project Description

Purpose: To develop a 2040 long range-plan that identifies the deficiencies and recommends the improvements necessary to addresses the future transportation needs of Lake County.

Regional Focus Area: Financing the Transportation System

Please explain how this project relates to a regional focus area: The County will develop an integrated long-range transportation plan identifying anticipated improvements by travel mode, prioritizing projects by travel mode, estimating improvement costs and identifying the sources of revenue to implement the plan.

Major tasks:

1. Evaluate existing conditions and perform deficiency analysis.
2. Develop travel demand forecasts.
3. Develop alternative improvement scenarios.
4. Evaluate alternative improvement scenarios.
5. Develop preferred transportation alternative.
6. Conduct financial analysis by comparing revenues to plan costs.
7. Compile strategies and prioritized lists of capital improvements into a draft recommended plan.
8. Ensure ongoing regional coordination with CMAP and RTA service boards.
9. Ensure local coordination with local leaders, stakeholders and the public during the planning process.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): The GOTO 2040 plan development process, the Regional Indicators Project, CMAP 2040 socio-economic forecasts, the Lake County Regional Framework Plan (Revised 2/13/07), the Illinois Route 120 Corridor Planning Study, the Lake County Paratransit Survey (UIC), the Lake County Coordinated Paratransit Initiative (Pace), the Lake County Year 2020 Transportation Priority Program.

Products and completion schedule:

Product	Product Type	Completion Date:
Existing conditions and deficiency analysis	Outside Distribution	January 2010
2040 travel demand forecasts	Outside Distribution	June 2010
Develop alternative improvement scenarios	Outside Distribution	December 2010
Evaluate improvement scenarios	Outside Distribution	March 2011
Develop preferred transportation alternative	Outside Distribution	August 2011
Compile strategies and prioritized lists of capital improvements into a draft recommended plan	Plan/Program	October 2011

Future activities or subsequent studies resulting from this project: Implementation of transportation capital improvements and policies identified in the long range plan.

Financial Data

State FY 10 UWP Project Budget:

Federal Funding Requested: \$ 300,000

Local Match (20%): \$ 75,000

Total Project Cost: \$ 375,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 365,000	Consultant or pass-through
\$ 10,000	Other costs (specify purpose: Printing of executive summary and final plan)

Total Person Months (FY 10): 36

FY 2009 UWP APPENDICES

- A** SOURCES OF LOCAL MATCH
- B** OVERHEAD COSTS
- C** CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS
- D** STAFF REQUIREMENT SUMMARY TABLE
- E** COST ALLOCATION PLANS
- F** AUDIT REQUIREMENTS
- G** PROJECT REVIEW COMMENTS
- H** ACRONYM LIST
- I** NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES
- J** UWP DEVELOPMENT PROCESS

APPENDIX A
SOURCES OF LOCAL MATCH

The agencies participating in the UWP must provide a local match for PL, SPR and FTA funds equal to a specific percentage of the federal money. All federal funds are granted on an 80 percent federal-20 percent local basis. Each participating agency is responsible for providing the local match. The sources of the local match for the participating agencies are as follows:

CMAP

Legislation passed by the Illinois General Assembly in 2007 provides for a source of funding that will cover the local match requirement.

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

Councils of Mayors and Counties:

All recipients provide the match either through provision of office space and other overhead services (e.g., utilities; secretarial, receptionist and janitorial services; telephones; and equipment), or through direct cash contributions.

APPENDIX B

OVERHEAD COSTS

Based on the information submitted by each agency, excluding the regional councils of mayors, the following table summarizes overhead cost rates and anticipated FY10 overhead costs. Anticipated direct non-labor costs identified in the UWP are subtracted from the total budget to calculate the force account budget, which is then broken down into direct labor and overhead costs using the overhead rates shown in the "Rate" column. Overhead rates include administrative costs, such as space rent, administrative salaries, leave time, annual agency audits, etc. All budget figures in the UWP contain overhead costs.

<u>Agency</u>	<u>Overhead</u>	<u>Total</u> <u>Budget</u>	<u>Direct</u> <u>Non-Labor</u>	<u>Force</u> <u>Account</u>	<u>Direct</u> <u>Labor</u>	<u>Overhead</u> <u>Cost</u>
CMAP	0.3640	\$13,667,048	\$3,093,314	\$10,573,734	\$7,790,301	\$2,783,433
Chicago	0.4762	\$1,327,500	\$767,500	\$560,000	\$266,672	\$293,328
CTA	0.6020	\$923,400	\$540,000	\$383,400	\$239,625	\$143,775
Metra	0.9082	\$400,000	\$25,500	\$374,500	\$183,806	\$190,694
Pace	0.4715	\$575,000	\$350,000	\$225,000	\$118,913	\$106,087
RTA	N/A	\$1,018,750	\$1,018,750	\$0	\$0	\$0

CMAP

The CMAP overhead rate includes only indirect expenses. The fringe benefits are incorporated into the direct labor cost. The overhead rate is changed annually based on the projected cost of the shared administrative cost as applied to the direct labor cost. The labor cost includes salary, benefits, and leave. The FY 10 overhead rate for the indirect cost is 36.4%. All direct labor charges are multiplied by these rates to calculate indirect.

CHICAGO DEPARTMENT OF TRANSPORTATION

Cost Estimation

Studies and planning activities are broken down into tasks and the estimated level of effort is made for each task in terms of person-hours and person-months by personnel class. The total direct labor required is estimated, and the prevailing audited overhead rate which includes fringe benefits is applied by multiplying the direct labor by the IDOT approved provisional rate with an ultimate adjustment subsequent to the final audit. Other budget items (such as supplies, travel, and computer time) are estimated and figured into the total budget.

Charges

Following grant contract approval, CDOT assigns an internal project number; the City Comptroller's Office assigns a fund and activity number, both of which comprise the account number. CDOT does not have any personnel on a special payroll supported by federal transportation planning funds. Rather, project charges are encumbered on the department's corporate funds which are reimbursed by the project fund account through an inter-fund voucher

mechanism. Direct labor charges are documented on each employee's semi-monthly timesheet that indicates the number of hours charged to a project for each day during the semi-monthly payroll period. Total labor charges are derived by multiplying these direct labor charges by the approved provisional overhead rate.

Billing

Billings are prepared by CDOT's Accounting Section and processed through the Comptroller's Office, which is the financial control center of the City of Chicago.

In CDOT's current practice, the eligible non-reimbursable share of costs incurred under this program is considered the local match and is charged against the City's corporate funds.

Indirect Costs

The current average CDOT fringe rate is 47.62 percent. Following the end of the fiscal year, charges are adjusted based on actual fringe costs as audited by the Illinois Department of Transportation.

Chicago and Service Boards

CTA, Chicago, Metra and Pace overhead rates include only the fringe costs. Indirect expenses are not applied to UWP projects for these agencies.

APPENDIX C

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that FHWA and FTA planning grant applicants meet certain standards of compliance with Title VI. In particular, there are requirements for Equal Employment Opportunity (EEO) programs, Disadvantaged Business Enterprise (DBE) programs, and general compliance with Title VI and Executive Order 12898 (Environmental Justice) in the transportation planning and programming process. The status of compliance of the recipient agencies in the three areas of civil rights activities is described in this appendix. In addition, strategies to meet Executive Order 12898 and USDOT order 5610.2 are described.

Equal Employment Opportunity

The RTA submitted its 2007-2010 Affirmative Action Plan to the FTA on August 24, 2007.

The Metra equal employment opportunity program covers the period from July 2004 through June 2007.

The Suburban Bus Board's plan was approved by FTA in October 1995.

CMAP is committed to a policy of providing equal employment opportunity and of ensuring non-discrimination in the conduct of all of its activities. CMAP has established an affirmative action program, which calls for efforts to have the staffing of CMAP at all levels be representative of the make-up of the region's work force.

The CTA's Affirmative Action Plan 2007-2009 was approved by the Chicago Transit Board on May 17, 2007, and submitted to FTA on June 29, 2007.

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that they no longer need to approve the plan.

Disadvantaged Business Enterprise

The Commuter Rail Board plan was approved by FTA on September 30, 1984, and Metra's annual DBE goal was approved in January 1997. With the revised federal DBE regulations, Metra submitted its updated DBE program in August 1999; it was approved by FTA in April 2001. In August, Metra submits its annual overall DBE goal for the federal fiscal year. Metra is a participant in the Illinois Unified Certification Program (ILUCP).

The RTA DBE program was submitted to the FTA in May 2005.

The Suburban Bus Board plan was approved by FTA in July 1990; annual goals are to be approved by FTA each year.

CMAP is committed to taking positive steps in its purchasing practices to assure the utilization of disadvantaged business enterprises.

The CTA submitted its FY 2008 DBE goal on August 24, 2007. It will be reviewed by FTA. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

The ILUCP has successfully been implemented as of September 1, 2003. The primary DBE certifying agencies consist of the CTA, Metra, Pace, the City of Chicago and the Illinois Department of Transportation (IDOT). In addition, 19 subscriptions with the state of Illinois have agreed to only utilize ILUCP DBE firms on federally funded projects when applicable.

The City of Chicago DBE program was last updated in June 2006 and the most recent triennial review, conducted by the FTA in 2007, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

This material documents the compliance of the MPO for the northeastern Illinois region with FTA Circular 4702.1A (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 13, 2007. The material is structured to follow the organization of the FTA circular.

Chapter IV, Section 1: Requirement to Provide an Annual Title VI Certification and Assurance

- a. There are no active investigations or complaints naming the recipients and/or sub recipient that allege discrimination on the basis of race, color, or national origin.
- b. The Unified Work Program serves as the technical documentation for application for PL and SPR funds from FHWA as well as FTA section 8 funds. PL and SPR funds totaling \$11,390,398 are being requested for FY 2010. FTA funds totaling \$4,123,664 are being requested for FY 2010.
- c. The CMAP Board and MPO Policy Committee adopted the CMAP Title VI Program , which was approved on August 12, 2008 by the FTA.
- d. Triennial reviews conducted by FTA in 2008 for the RTA, and in 2007 for the CTA, Pace, Metra and the City of Chicago have found these agencies to be in compliance with civil rights laws.

e. The certification review conducted by FTA in 2005 for CATS found the agency to be in compliance with civil rights laws. The requirement for certification reviews for metropolitan planning organizations has been changed to every four years and will next be conducted in 2009.

f. The MPO undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and do perform environmental assessments in compliance with FTA requirements. The staff of the MPO may be requested to assist in making these assessments.

Chapter VII: Program-Specific Requirements for MPO's. Following is an analytic basis for certifying compliance with Title VI.

1. Assessment of Planning Efforts

The update to the 2030 Regional Transportation Plan (RTP), approved in October 2006, includes a series of goals and objectives that deal with accessibility and mobility as well as social benefits. There are eight transportation and Social Equity Objectives including to develop a transportation system that 1) provides travel benefits to persons of all ages, abilities, incomes, races and/or ethnicity; 2) avoids placing disproportionate burdens on minority or low-income populations; 3) reduces dependence on personal transportation assets; promotes transportation projects that 4) provide improved transportation choices to economically disadvantaged persons; 5) stimulate balanced and sustainable development in communities with concentrations of disadvantaged residents; 6) support programs providing financial incentives to low-income persons residing in communities that provide a wider variety of transportation choices; encourage project implementation that 7) balances project burdens among all who benefit and 8) provides early, continuous and extended outreach effort appropriate to communicating transportation improvement opportunities to low-income, minority, senior and disabled communities. Performance measures were developed to evaluate regional equity and comparative effectiveness of mobility and accessibility improvements. The measures were stratified by sub-regional geography, minority population and household income. The plan also includes a section on community planning with recommendations regarding context sensitive solutions and transit oriented development.

The Community Mobility Task Force was formed by the Policy Committee in June 1997. The task force began actively meeting in the fall of 1997 and has been replaced in part by the Human Services Committee of CMAP. The vision of the committee is "Enhancing the regional quality of life by being the objective source of information, expertise and policy perspectives for human service issues (e.g. health care, aging, disability, safety) with a regional scope." The committee's charge is: The charge to the CMAP human services committee is to provide advisory input to the CMAP board on proposed regional plans, projects, and policies by:

- Providing the Board with guidance that conveys a Human Services based perspective,

- Providing Human Services expertise and input to conduct effective land use and transportation planning, and
- Prioritize Human Services-related projects, identify and understand regional needs, challenges and solutions.

The Community Mobility Task Force had prepared the region's Job Access and Reverse Commute Program (JARC) grant submittals, along with the development of the region's job access plan. They monitored JARC funded projects and provides a forum for social service agencies and transportation providers to communicate. The task force had also played a key role in directing the development of the evaluation measures described above for the regional plan dealing with environmental justice and social equity issues. An extensive inventory of potential measures from MPOs around the country was prepared and the task force evaluated all potential measures and identified additional measures to be considered during the 2030 RTP update process.

With the passage of SAFETEA-LU, the RTA has taken over jurisdiction of the JARC and New Freedoms programs. The RTA has issued a call for projects and is currently developing the region's job access plan.

The three transit operating agencies all perform continuing transit service planning and programming for their entire service areas. This work is performed in a nondiscriminatory manner, since no distinctions are made between different parts of the service areas on any basis. The region's UWP is submitted to state and regional clearinghouses for project review on many aspects, including Title VI. It has been found consistent with adopted plans and policies.

The Pace and CTA Boards of Directors have adopted statements of Service Criteria and Performance Guidelines for Fixed Route Service to ensure that routes are implemented in areas that warrant service and that the level of service is a function of ridership. These criteria are applied consistently throughout the respective service areas. Metra's UWP projects are derived from requests submitted by the railroads, community groups, elected officials, citizens and Metra staff. The CTA holds public meetings as part of the process of developing new policies. Formal budget hearings are held at CTA headquarters on the annual program. The RTA holds public hearings on its annual budget and five-year program throughout the six county region.

UWP projects are performed by agency staff or consultants. Staffs are all covered by FTA approved EEO plans and consultants are selected on a nondiscriminatory basis pursuant to FTA contracting guidelines. TIP projects are also implemented through contracts let in a nondiscriminatory manner. Contracts include clauses requiring that Title VI be adhered to in hiring, promoting and subcontracting, and permitting the withholding of payment or the cancellation or suspension of contracts in case of non-compliance. The City of Chicago, the CTA, Metra, Pace, RTA and the Illinois Department of Transportation all have minimum minority participation requirements or goals for contractual services.

2. Monitor Title VI Activities

As indicated in the previous section, transit planning and programming are conducted in a nondiscriminatory manner. All the transit agencies treat each part of their service areas equally. For example, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. Routes affecting large minority populations go through the same public hearing process as any other route.

All Metra lines serve areas of minority residence and employment, especially within the city of Chicago. Metra has made reverse commute service improvements in recent years. It has done extensive marketing of existing service to suburban employees and employers, informing them of reverse commute options. All CTA questionnaires and surveys include a question concerning the race of the respondent.

The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides guaranteed funding for Federal surface transportation programs through FFY 2009. SAFETEA-LU requires the establishment of a locally-developed, coordinated public transit – human services transportation plan (HSTP) in order for the northeastern Illinois region to access two specific funding programs; Section 5316 Job Access Reverse Commute (JARC), and Section 5317 New Freedom (NF). In response to this requirement, the Regional Transportation Authority (RTA) embarked on a thorough HSTP planning process, called *Connecting Communities through Coordination*, to identify strategies that encourage more efficient use of available service providers that bring enhanced mobility to the region's older adults, persons with disabilities and individuals with lower incomes. The HSTP was adopted by the RTA Board in October 2007 and allows the northeastern Illinois region to access nearly \$6 million in federal funding available from the [JARC](#) and [NF](#) programs. Additional information regarding the RTA's JARC and NF programs is available at <http://jarcnf.rtachicago.com>.

The MPO staff provided the transit operating agencies with a printed breakdown of 1980 population by race for all census tracts in the region. The same information from the 1990 census and 2000 census was made available in electronic form. The operating agencies will use this data to prepare the maps required by Circular 4702.1.

3. Information Dissemination

One of the key elements of the CMAP Public Participation Plan is the continuous flow of information to citizens. CMAP maintains an extensive contact list as one component of this effort. This list is an important tool for notification about public meetings and CMAP activities. CMAP works with its various committee members, the media and the public to establish new contacts to add to the list, which currently includes over 10,000 individuals and organizations. The list includes hundreds of community groups and non-profit organizations in addition to municipal and county elected officials, business groups, broadcast and print

media, other groups and individual citizens. These groups, organizations and officials are able to notify many thousands of their members, friends and constituents about our activities. Any individual citizen or group will be added on request to the CMAP contact list to receive notifications, publications and announcements. CMAP maintains an extensive sub-list of several hundred broadcast and print media organizations in the region. Minority, foreign language and special interest media are included. Similar lists are maintained by each operating agency and the City of Chicago.

CMAP makes every effort to provide ample notice of meetings and events through calendar postings at the CMAP offices, on the CMAP Web site (www.cmap.illinois.gov), the Council of Mayors' monthly calendar and, for those who request, notification by mail. For major plans, programs and policy meetings, CMAP sends notices to the entire contact list.

Media coverage of planning issues is based not only on the dissemination of releases and notices, but also responses to reporters' questions. Agency staff cooperates with the media and also responds to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided. In addition, all recipient agencies have at least one individual designated to assist the public. The CTA staff is able to provide such assistance in several languages.

All FTA planning grant recipient agencies make use of press releases, meeting notices and legal notices in addition to directly calling or writing civic groups and interested individuals. Minority and foreign language media and organizations are routinely notified of meetings, plans, reports and other matters in the same way that other groups are notified. If, because of location or some other factor, a particular activity is deemed of special interest to one or more of these groups, additional steps are taken, i.e., special notices, phone calls, etc.

The following bodies advertise meetings in accordance with the Illinois Open Meetings Act: Regional Transportation Authority Board; Suburban Bus Board; Commuter Rail Board; Chicago Transit Authority Board; Chicago Metropolitan Agency for Planning and its committees; Councils of Mayors; and the City of Chicago and its departments, boards and commissions. In addition, the agencies compile special mailing lists for specific areas or subjects.

As noted above, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. A record is kept of any opposition to a service reduction and all testimony is considered before any reduction takes place. Routes affecting large minority populations go through the same public hearing process as any other route.

Metra informs minority communities of planning efforts through hearings, public notices and board meetings concerning individual plans, programs and projects. It places legal notices concerning the annual operating and capital program in several newspapers, including minority-oriented ones. Citizens may present oral testimony at public hearings or provide written testimony.

The CTA has established a formal policy on public hearings. A public hearing will be held prior to any fare increase, major service reduction, transit vehicle purchases and rapid transit station construction. Public notices will be published in general circulation newspapers and neighborhood newspapers catering to any specific groups that will be affected by the change; notices will also be placed on transit vehicles and rapid transit stations affected by the change. CTA does advertise in minority newspapers such as the Defender and La Raza. For further information on CTA's minority advertising, the Purchasing and Communication Departments should be contacted.

4. Minority Participation in the Decision-making Process

Chicago Metropolitan Agency for Planning was created on August 8, 2005 when Illinois Public Act 94-510 was signed into law. CMAP was established to consolidate CATS and NIPC into a single agency designed to protect natural resources and minimize traffic congestion in the seven-county northeastern Illinois region. CMAP formed a Citizens' Advisory Committee (CAC), as required by law, to provide for continuous public involvement in the development of regional plans and policies.

CMAP recognizes that public participation is a key ingredient in effective planning. The Citizens' Advisory Committee reviewed public involvement plans and processes from CATS, NIPC and numerous other MPOs and state and federal agencies to create the 2007 CMAP Public Participation Plan.

The plan outlines strategies CMAP will use to involve citizens in the decision-making process. It incorporates requirements for public involvement under SAFETEA-LU regulations, but goes further by promising to tailor-make public participation programs for each project CMAP undertakes. The Citizens' Advisory Committee will play a strong role in fashioning those programs and making sure they're carried out in such a way as to involve the widest possible audience.

The plan also contains a number of goals for engaging the public, including traditionally-underserved populations. Examples of these goals include: "Develop outreach strategies to identify the interested and affected public;" "Design and develop materials to increase the underserved public's understanding of regional and local planning, including translating those materials into languages other than English whenever possible;" "Review and use input and provide feedback to the public;" and "Evaluate public participation activities."

To achieve these goals, the plan lists a number of initiatives CMAP will implement to reach a broad audience. Outreach initiatives are planned for elected officials, planning professionals, civic and community groups, youth groups, and other special interest groups. Also, an online web initiative is planned to allow the public to interact with CMAP from their homes or offices.

The plan also promises to measure the public's response to our efforts and to incorporate their viewpoints and preferences into final decisions whenever appropriate and possible.

The FY 2010 UWP includes work elements that will allow CMAP to undertake this unprecedented public participation effort.

For member agencies, the citizens' voice in planning decisions is inextricably bound to the public involvement functions described above. A platform for citizen comments and criticisms is provided not only at formal hearings but at all public meetings. The region's planners also follow the procedures called for in U.S. DOT's Urban Transportation Planning System and the Federal Highway Administration's Community Involvement in Highway Planning and Design, a Manual of Techniques. In addition, staff members have taken part in training programs run by the Institute of Participatory Planning for USEPA and public participation related seminars run by the National Highway Institute and the National Transit Institute. In past years, CATS hosted several of these seminars, including one devoted to environmental justice. CMAP intends to continue that practice. Efforts are made to go beyond the letter of the law and use various methods to continue to increase the level and degree of public participation.

The northeastern Illinois region's population is treated equally in regard to participation in making decisions. For regional plans and programs, hearings are held throughout the region, affording everyone an opportunity to comment and testify.

Pace maintains close relationships with local and sub-regional governmental and quasi-governmental agencies, and service reductions and increases are regularly discussed at meetings of Councils of Mayors, mass transit districts, and planning agencies. Through these groups and public hearings, Pace ensures that all residents are represented in the decision-making process. Metra encourages minorities to present their views on all transportation issues to the appropriate department of Metra or the appropriate board or advisory committee.

5. Minority Representation on Decision-making Bodies

- a) Policy Committee: 18 white, 1 minority
- b) Chicago Metropolitan Agency for Planning: 11 white, 3 minority, 2 women, 1 vacancy
- c) Regional Transportation Authority Board: 11 white, 5 minority
- d) Commuter Rail Board: 9 white, 1 minority, 3 women, 1 vacancy
- e) Suburban Bus Board: 12 white, 1 minority
- f) Chicago Transit Authority Board: 4 white, 3 minority
- g) Councils of Mayors Executive Committee: 18 white, 2 minority, 2 vacancy

Membership on all of these boards is by appointment, with the power of appointment vested with elected officials. For its boards and advisory groups, Metra has made efforts to inform minority groups of the potential for service and will continue to encourage qualified minorities who are interested in serving to make themselves available to the appointing

authorities. Membership on the Pace Board of Directors is limited to current or former municipal chief executive officers. Pace regularly communicates with this group of individuals to determine interest in board membership, relays this information to the appointing authorities, and provides them with educational materials concerning Title VI requirements.

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APPENDIX D

STAFF REQUIREMENT SUMMARY TABLE

Each work element description in the UWP contains an estimate of the number of person-months required for the completion of the work. The table below summarizes these figures by recipient agency, and translates them into person years. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

<u>Agency</u>	<u>Person- Months</u>	<u>Person- Years</u>
CMAA	912	76.0
CDOT	92	7.7
Metra	42	3.5
CTA	41	3.4
Pace	34	2.8
CoM	207	17.3
RTA	54*	4.5

* The RTA does not charge staff time to UWP funds.

APPENDIX E

COST ALLOCATION PLANS

Council of Mayors

Due to limits on FTA funds, the Council of Mayor's program was given 100 percent PL funding due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit oriented.

CMAP

Due to limits on FTA funds, 5 of 6 CMAP projects were given 100 percent PL funding (\$7,250,750) due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit orientated. To the extent that FTA funds were available, one project received joint funding (\$660,517 FHWA and \$1,998,372 FTA). The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project.

City of Chicago

Due to limits on FTA funds, one City of Chicago project was given 100 percent PL funding (\$180,000) due to the flexible funding mechanisms of SAFETEA-LU, although many are both highway and transit oriented. Three of City of Chicago projects were given 100 percent FTA funding (\$944,000). The accounting system used by Chicago assures the separate tracking of eligible charges against FTA and PL contracts. Each grant contact is assigned a unique identifier number as are individual projects under each grant. This is true even if a particular UWP work element is funded by both FTA and PL dollars. These identifiers are used by staff, consultants, etc. in charging time and expenses against various projects in the City's annual program.

RTA and Service Boards

RTA, CTA, Metra and Pace received FTA funds only.

APPENDIX F

AUDIT REQUIREMENTS

In response to the requirements of OMB Circular A-133, the participating agencies all have made arrangements for required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

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APPENDIX G

PROJECT REVIEW COMMENTS

The preliminary UWP was submitted to the general public for a period of project review from April 24, 2009 to May 19, 2009. At the date of this publishing, no comments have been received.

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APPENDIX H

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
CAAA90	Clean Air Act Amendments of 1990
CARS	Chicago Accident Reporting System
CATS	Chicago Area Transportation Study
CCC	Chicagoland Chamber of Commerce (formerly CACI)
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program in ISTEA, TEA-21 and SAFETEA-LU.
CMS	Congestion Management System
COP	Comprehensive Operating Plan - Prepared by Pace
CRD	Commuter Rail Division - A commuter rail service board of the RTA; also called Commuter Rail Board and Metra.
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail restructuring program.
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CTPP	Census Transportation Planning Package - Special tabulation of census data by transportation zone.
DOT	(United States) Department of Transportation
EPA	(United States) Environmental Protection Agency
EMME/2	Transportation modeling package for use on microcomputers or workstations.
FAA	Federal Aviation Administration
FAST	Future Agenda for Suburban Transportation - A strategic plan developed by Metra and Pace
FHWA	Federal Highway Administration
Illinois FIRST	State funding package, Fund for Infrastructure, Roads, Schools and Transit
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HCM	Highway Capacity Manual
HCS	Highway Capacity System (software)
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HRDB	Highway Record Data Bank
IDAS	ITS Deployment Analysis System – Sketch model for the performance evaluation of intelligent transportation system technologies
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IDOT-I	Illinois Department of Transportation/District I
IDOT/OPP	Illinois Department of Transportation/Office of Planning and Programming
IEPA	Illinois Environmental Protection Agency
IDENR	Illinois Department of Energy and Natural Resources
ILUCP	Illinois Unified Certification Program
I&M	Inspection and Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991

IRIS	Illinois Roadway Information System - Roadway data base
ISTHA	Illinois State Toll Highway Authority
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System - System established in ISTEA consisting of interstates and principal arterials; one of the funding programs in the ISTEA
NIPC	Northeastern Illinois Planning Commission
NIRC	Northeastern Illinois Rail Corporation - An arm of the CRB responsible for operating commuter rail service on the Illinois Central, Rock Island and Milwaukee Road lines.
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte.
NHS	National Highway System
NO_x	Nitrogen Oxide
NPTS	Nationwide Personal Transportation Survey - A survey performed periodically by USDOT.
PM_{2.5}	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
QRS	Quick Response System
RASP	Regional Airport System Plan
RFP SIP	Reasonable Further Progress SIP - Document containing emission reduction budgets for different sources.
ROP SIP	Rate of Progress SIP
RPB	Regional Planning Board – Created by a state law on August 8 2005, the RPB combined CATS and NIPC to form a single entity to integrate planning for land use and transportation in the seven-county northeastern Illinois region. Now formally Chicago Metropolitan Agency for Planning (CMAP)
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan - The region's long range transportation plan
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAS	Statistical Analysis System
SBD	Suburban Bus Division - A service board of the RTA responsible for bus service in the suburbs; also called Suburban Bus Board and Pace.
SEDP	Strategic Early Deployment Plan - Plan for the deployment of intelligent transportation system in northeastern Illinois
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SOV	Single Occupant Vehicle
SPFLRM	Strategic Plan for Land Resource Management - NIPC's land use plan.
SRA	Strategic Regional Arterial(s) - A system of arterial roads designated in the 2020 RTP to supplement the freeway system in accommodating long distance, high volume traffic.
SRT	Strategic Regional Transit (System) - Integrated network of high capacity transit facilities designated in the 2020 RTP.
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the ISTEA and TEA-21
TCM	Transportation Control Measure (for air quality improvement)
TDM	Transportation Demand Management - Includes strategies to relieve congestion
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the Twenty-First Century - Surface transportation act passed in 1998 to replace ISTEA.

- TIGER** Topologically Integrated Geographic Encoding and Reference File - An address file processing Census data.
- TIP** Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
- TMA** Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules.
- TOD** Transit Oriented Development - Land use planning and development that supports the use of transit services.
- UWP** Unified Work Program
- VMT** Vehicle miles traveled
- VOC** Volatile Organic Compound
- WPC** Work Program Committee - Advisory committee to the Policy Committee

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APPENDIX I

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

This appendix lists planning studies of potential regional significance being supported by funds not programmed through the Unified Work Program. They are listed below and summarized on the following pages.

CDOT	Chicago Railroad Economic Opportunities Plan Mid-City Transitway Phasing Study Chicago Rail Environmental and Transportation Efficiency Program (CREATE) Millennium Park Bicycle Access Study Bloomingdale Trail Development NW Industrial Corridor North Branch Truck Study Dan Ryan Extension North Side Transportation Study Mid-City Transitway Phasing Study
CMAP	Midewin Alternative Transportation Study
CTA	Implement Western Avenue Transit Signal Priority New Starts Alternatives Analysis Subregional Service Studies (Far South Area, Southwest Suburban, Northwest Suburban, Central Service Area) BRT Study
DuPage	DuPage Area Transit Plan Update DuPage Area Transit Plan Implementation Studies Local Circulator Studies J-Line Bus Rapid Transit College of DuPage Connector Cook DuPage Corridor Plan TRAC Data Collection/Analysis Efforts Western O'Hare Corridor Implementation Team (WOCIT)
IDOT	I-90 – I290 Corridor Study Metropolitan Transportation Support Initiative Regional Transportation Authority Multi-Modal Options Feasibility Study Lake County Route 120 Study Chicago Southland Corridor Initiative Illinois Tomorrow Corridor Planning Grant Program McHenry County (3) Cook County (9) Will County (2) Kane County (2) DuPage County (1)

Kane	Illinois Route 47 Corridor Planning Study Randall Road Route 529: Improving Access to Bus Service Study Transit Component of Kane County's Long Range Plan
McHenry	Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines Access Management Ordinance Update County Travel Model and Two Subregional Studies Crash Database and Analysis System Imagine McHenry County Northern Illinois Commuter Transportation Initiative Transit Plan Implementation McHenry County 2030 Comprehensive Plan McHenry County 2030 Long Range Transportation Plan Illinois Route 47 Corridor Planning Study Public Interactive GIS Viewer - Athena Pavement Management System Groundwater Protection Program Geological Mapping and Groundwater Flow Modeling of Western McHenry County McHenry County 2030 Land Use Plan McHenry County Freight Needs Study
Metra	Union Pacific West Line Corridor Union Pacific Northwest Line Corridor Southeast Service Corridor Suburban Transit Access Route Corridor BNSF Improvement Alternatives Analysis
Pace	Arterial Rapid Transit Corridor Alternative Analyses Service Restructuring Study Harvey Transportation Center – Traffic Signal Priority Project Queue Jump – Traffic Signal Priority Project Express Bus Network Designated-Stop Operation I-355 Express Bus Study
Railroads	CREATE
RTA	Community Planning Subregional Planning
Will County	Corridor Study: Gougar Road Corridor Study: Laraway Road
South Council of Mayors	Southeast Central Commuter Rail Local Financing Study Chicago Southland Transit Oriented Development Study Cargo Oriented Development Study

CDOT NON-UWP FUNDED PLANNING STUDIES

West Loop Parking Study (TIF Funds: \$200,000)

Assess the increasing pressure on parking resources in the West Loop area and recommend strategies to address the identified issues. The West Loop area is defined by: Halsted to the east, Ashland on the west, Randolph to the north and Eisenhower Expressway to the south.

Northwest Industrial Corridor (City Corporate Funds: \$151,158)

Analyze traffic conditions in the Cicero corridor from the Eisenhower Expressway to Grand Avenue and develop recommendations to alleviate adverse traffic conditions.

Carroll Avenue Transitway (CMAQ: \$2,000,000)

The Chicago Department of Transportation is considering a transit investment connecting Metra's Union Station and Ogilvie Center commuter rail stations in the West Loop to Streeterville on the east. The alignment to be studied under the proposed Alternatives Analysis includes Clinton/Canal St. and Carroll Ave., an east-west corridor that was previously used for Union Pacific freight rail service. Other alignments will also be considered. Of particular interest are opportunities to make connections to existing bus and rapid transit routes. The outcome of these studies will be a Locally Preferred Alternative for the alignment and mode.

Dan Ryan Extension (CMAQ Funding: \$220,000)

Support for CTA's alternatives analysis for the extension of the Red Line south of 95th Street. Funding is being used for evaluation of property requirements along the proposed routes for the rail alternatives.

North Side Transportation Study (Illinois Tomorrow Funding: \$270,000)

Preparation of a combination land use and transportation plan for the area in the vicinity of the North/Clybourn CTA station. The plan is expected to be completed in the summer of 2009.

Transit Friendly Development (RTA Funding: \$250,000)

Integrated land use-transportation plans for three CTA stations: Berwyn (Red Line), 43rd (Green Line), and a proposed station at 18th or Cermak on the Red Line. Completion expected by September, 2009.

CREATE (TIF Funding: \$169,000 2 year total)

Work includes planning for protective acquisition of parcels required for future CREATE projects; consultants to work on a variety of select initiatives such as public outreach to community organizations and other interested parties to provide information and opportunity for additional public input and involvement as well as for securing endorsement of program; maintenance of the CREATE website; media queries, and; State and Federal outreach to elected and appointed officials.

CHICAGO METROPOLITAN AGENCY FOR PLANNING Non-UWP Funded Studies

Midewin Alternative Transportation Plan (FTA, Alternative Transportation/Parks and Public Lands: \$256,000)

The Midewin Alternative Transportation project utilizes the FTA's Alternative Transportation in the Parks and Public Lands program to create a plan for linking the Midewin National Tallgrass Prairie to the Chicago metropolitan region. The plan will review and evaluate options for bringing residents from metropolitan Chicago to and within Midewin, and address the greater challenges of carrying metropolitan visitors from an urban context to a native prairie environment. The Alternative Transportation System Plan for Midewin National Tallgrass Prairie will be completed 18-24 months from initiation.

CHICAGO TRANSIT AUTHORITY Non-UWP Funded Studies

Implement Western Avenue Transit Signal Priority

Working with the City of Chicago, install traffic signal equipment at Western Avenue intersections that responds to bus communications. Depending on traffic conditions, bus schedule adherence, and passenger load, signals priority may be given to buses approaching an intersection. Before and after ridership and travel speeds will be studied in this operational demonstration.

New Starts Alternatives Analysis

These studies perform necessary planning activities leading to locally preferred alternative New Starts project in each particular corridor.

- Circle Line Alternatives Analysis
- Red Line Extension Alternatives Analysis
- Orange Line Extension Alternatives Analysis
- Yellow Line Extension Alternatives Analysis

Subregional Service Studies

These studies evaluate current and potential future public transit service options at the subregional level.

- Far South Side-South Suburban Subregional Study
- Southwest Side-Southwest Suburban Subregional Study
- Northwest Side-Northwest Suburban Subregional Study
- Central Service Area Subregional Study

BRT Study

This will study the applicability of BRT-type features to improve bus service in specific corridors.

DUPAGE Non-UWP Funded Planning Studies

DuPage Area Transit Plan Update

DuPage Mayors and Managers Conference and the DuPage County Board jointly adopted the *DuPage Area Transit Plan* in 2002. DMMC, in partnership with local governments, will initiate an update to the Plan in FY 2009.

DuPage Area Transit Plan Implementation Studies

In order to implement the recommendations of the DuPage Area Transit Plan, further study of specific transit routes will continue in FY 2009:

Local Circulator Studies

Route planning and public outreach will continue for Circulators in 13 municipalities. The studies offer the first opportunity for focused public outreach and private sector participation since adoption of the Transit Plan, and extensive public involvement activities have been undertaken. The project is funded primarily by the RTA, with additional participation from the IDOT Office of Planning and Programming and DMMC staff support funded through the UWP.

J-Line Bus Rapid Transit

DMMC is continuing work with stakeholders through the Cook DuPage Corridor Plan to identify a market and refine an alignment for this high speed component of the *DuPage Area Transit Plan*.

College of DuPage Connector

DMMC, Naperville, Wheaton, DuPage County, College of DuPage, Illinois Institute of Technology, the service boards and other partners will continue to monitor the progress of this route through ridership and other studies throughout FY 2009.

Cook DuPage Corridor Plan

Systems Alternatives Analysis for potential transportation improvements in the I-290 and I-88 corridors in DuPage and western Cook Counties will be initiated by RTA, with modeling support provided by CMAP and municipal outreach and coordination through DuPage Mayors and Managers Conference and the West Central Municipal Conference using UWP funds. The alternatives analysis phase is a continuation of the initial corridor planning that was completed in FY 2008 to evaluate travel markets for J-Line BRT and conduct alternatives analysis, both requirements for eventual New Starts funding.

TRAC Data Collection/Analysis Efforts

Local governments throughout the region, located along the EJ&E Railroad line will continue collaboration initiated in FY 2008 to gather and analyze transportation data for use by The Regional Answer to Canadian National (TRAC) Steering Committee. The data will be used to determine potential impacts to the existing and planned transportation network, including the planned Metra STAR Line commuter service, from the proposed acquisition of the EJ&E line by Canadian National Railroad.

Western O'Hare Corridor Implementation Team(WOCIT)

Initiated by DuPage County in FY 2007, WOCIT will continue to monitor alternatives for western access to O'Hare Airport by participating in the Elgin O'Hare – West Bypass study being conducted by IDOT.

I-90 – I290 Corridor Study (345-07-1)

A contract was issued to the Village of Schaumburg to conduct a study that would improve access along the I90/I290 Corridor. The contract with the village is effective until 12/31/07.

Metropolitan Transportation Support Initiative (283-07-1)

The University of Illinois at Chicago will continue to provide technical assistance to metropolitan areas throughout Illinois on transportation issues.

Regional Transportation Authority Multi-Modal Options Feasibility Study (367-07-1)

An agreement with the RTA is currently being reviewed and will be signed in the 4th quarter of FY 06 to conduct an Options Feasibility Study of the Cook-DuPage Corridor travel markets; and improve the service quality of I-290. This RTA agreement will be effective until 06/30/2008.

Lake County Route 120 Study

Agreement effective 6/11/07-06/30/09 total \$800,000.

Chicago Southland Corridor Initiative

Agreement is effective with the Village of Tinley Park from 12/31/07 to 06/30/10 for \$281,250.

Illinois Tomorrow Corridor Planning grant program

The Illinois Tomorrow Corridor Planning grant program assists communities throughout Illinois in developing plans that will protect and improve their quality of life. It encourages partnerships between private and public groups to work together for the long-range interests of people who live in the areas impacted by future growth. The following grants were awarded by the Illinois Department of Transportation in SFY '07.

- McHenry County

Village of Algonquin - \$33,300 - Downtown Economic Revitalization Plan, Streetscape Design – This study will produce an inventory of existing conditions, gather public input, prepare prototype streetscape standards. (Ends 6/30/2009)

Village of Prairie Grove - \$106,200 - Route 176 Corridor and Riverwalk District Plan – This study will establish a land use and growth strategy for this 3.8 mile corridor and identify needed transportation and infrastructure improvements.

McHenry County - \$252,000 - Illinois Route 47 Corridor Planning Study - This study will develop extensive plans for the IL 47 corridor to address existing and future system performance while planning for desirable land uses through the use of context sensitive solutions. (Kane County and Woodstock are also participants in this study). (Ends 6/30/2011)

- Cook County

Village of Bellwood - \$80,550 - 25th Avenue Corridor Plan - The corridor to be studied intersects with the Eisenhower Expressway which the Department is considering expanding and reconfiguring the access ramps at 25th Avenue (Ends 6/30/2010).

City of Blue Island - \$81,000 - Western Avenue Commercial Corridor Plan - The study will make land use recommendations and will consider design strategies to improve the physical characteristics for the corridor including a riverwalk (Ends 6/30/2010).

City of Calumet - \$90,000 - Marble Street Redevelopment Planning Initiative - This study will prepare a redevelopment plan for an area that is owned by the city (Ends 6/30/2009).

City of Chicago - \$157,500 - Stony Island Streetscape Master Plan - This study seeks to guide transportation choices and development as this part of the city redevelops.

Village of LaGrange Park - \$31,500 - 31st Street Corridor Redevelopment Study - The village will prepare a redevelopment plan for this area that is a mix of single family, multi-family and commercial use which is underutilized so that it may become vibrant and more functional (Ends 6/30/2009).

Village of Lincolnwood - \$80,000 - Lincoln Avenue Corridor Revitalization Plan - This plan will direct infrastructure and development decisions to promote economic development and efficient land use/transportation choices (Ends 6/30/2009).

Village of Orland Park - \$180,000 - 159th Street Corridor Improvement Plan - This project will bring six municipalities together to create a common streetscape along the corridor which will integrate transportation, economic development, walkability, safety issues and beautification efforts (Ends 6/30/2011).

Village of River Forest - \$108,000 - Four Corridors Study - This multi-area study would allow the village and its neighbors to coordinate parking, transportation, land use and development improvement and revitalization efforts along the corridors. The four corridors are: North Avenue; Harlem Avenue; Madison Street; and the Lake Street and Village Center area.

Village of Robbins - \$110,250 - Infrastructure Masterplan - This plan will assist the Village in determining the floodplain area and the areas that are economically feasible to mitigate. Also to be studied will be assessing the economic potential of assembling tax delinquent parcels for larger projects.

- Will County

Village of Crete - \$180,000 - Illinois Route 1 Corridor Plan, Downtown Redevelopment and Transit Oriented Development - This study will preserve and enhance the historic downtown as well as planning for development around two potential stations along the proposed Southeast Service line.

City of Lockport - \$45,000 - State Street Corridor Plan - This study will plan for the improvement and development of the State Street corridor which is the core of Lockport's historic downtown (Ends 6/30/2009).

- Kane County
Village of Carpentersville - \$135,000 - Longmeadow Parkway Corridor Land Use Plan - This study will examine the impacts of a transportation corridor and determine economic development opportunities.

Village of East Dundee - \$58,500 - Illinois Route 72 Corridor Plan. This study will take a proactive approach to infrastructure planning by determining roadway improvements/enhancements that will serve existing land uses and attract additional investment in the village (Ends 6/30/2010).
- DuPage County
City of Warrenville- \$76,500 - The city of Warrenville will receive \$76,500 for the development of an Integrated Land Use and Transportation Plan for the Old Town Civic Center Sub-area (Ends 6/30/2009).

KANE Non-UWP Funded Planning Studies

Illinois Route 47 Corridor Planning Study

The Illinois Route 47 Corridor Planning Study will provide a vision for a corridor of the future that promotes a healthy population and economy through the provision of sustainable land uses, safe complete/multi-modal street design, and the implementation of Smart Growth Principles. This study is being performed in cooperation with McHenry County and the City of Woodstock.

Randall Road Route 529: Improving Access to Bus Service Study

This project was proposed by Kane County, in partnership with the communities of Aurora, North Aurora, Batavia, Geneva and St. Charles. The intent of this project is to improve access and ridership on Pace Route 529 along the Randall Road corridor from Illinois Route 38 to Sullivan Road (approximately 8 miles in length). The plan will recommend transit supportive infrastructure, such as sidewalk locations, signage, platforms, shelters, and bus turnouts, and will also look at improving access to commercial and employment locations through service enhancements along the route.

Transit Component of Kane County's Long Range Plan

Based upon an assessment of the transit market characteristics and existing and future land use planning, the transit component will provide 5-, 10-, and 30-year implementation recommendations, and will include the identification of appropriate funding sources.

McHENRY Non-UWP Funded Studies

Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines (Completed)

This process effectively updates the existing base by which the geographic information system and all applications are tied into the system. Additionally, the process expands upon the existing roadway data to address the expanding needs of current and future applications.

Access Management Ordinance Update (On-going)

The current McHenry County Access Management Ordinance was adopted by the County Board on March 18, 1997. Increases in development and changes to engineering standards since 1997 have caused the need to update the Access Management Ordinance. The Access Management Ordinance promotes, protects and insures the public safety, health and general welfare as they relate to the operation and use of County Highways, minimize congestion and delay on County Highways which are the result of providing access to abutting property and the conflicts that arise between vehicles using County Highways and vehicles entering and leaving via access facilities. More information can be found at

www.co.mchenry.il.us/Common/CountyDpt/highway/HwyAMOrd.asp.

County Travel Model and Two Subregional Studies (On-going)

McHenry County will develop a four-step network equilibrium-based traffic model to better account for local traffic issues consistent with the CMAP model assumptions. This effort will enable the evaluation of future traffic conditions on local arterials and intersections. Two sub-regional studies will also be conducted, covering the southeastern and southwestern portions of the county. These will quantify current traffic constraints and issues in the study area, quantify the potential short-to-long term traffic impacts of major development proposals in the study area, and identify roadway improvements needed to address the traffic impacts. This project will enable staff and elected officials to better understand the likely traffic impacts when approving and planning for future development in agricultural areas, and will identify better means of meeting capacity needs within urban areas to sustain further development within those areas.

Crash Database and Analysis System (On-going)

The McHenry County Division of Transportation (MCDOT) used a consultant to assist MCDOT to integrate crash reports from the state's Mobile Capture and Reporting system for analysis purposes. The County is now working on a web-based application for other local agencies.

Imagine McHenry County (On-going)

Imagine McHenry County is a nonprofit effort with CMAP and the McHenry County Economic Development Corporation to establish, promote, and maintain a planning process that would enhance the region's quality of life, focusing on elements such as land use, population density, transportation, and housing initiatives. More information can be found at

www.mcedc.com/lc_imag_main.html.

Northern Illinois Commuter Transportation Initiative (Completed)

The north central region of Illinois is working to provide commuter transit services between the City of Rockford and Elgin. In November 2004 a feasibility study was completed in accordance with the Federal Transit Administrations New Starts Planning and Project Development Process and the next step towards project construction is the completion of an alternatives analysis. More information can be found at www.ci.rockford.il.us/transportation/index.cfm?id=870.

Transit Plan Implementation (On-going)

Consultant will provide support services to the MCDOT and the Implementation Task Force (ITF) to assist in the implementation of the initial recommendations of the McHenry County Transit Plan. The MCDOT staff will provide primary support to the ITF for organizational and communication needs. Consultant's role is to provide technical and other specialized support as described in this scope of work and as needed based on the direction given by the ITF to assist in the implementation of a Coordinated Demand Response Service (CDRS) and a Subsidized Taxi Voucher Program (STVP).

McHenry County 2030 Comprehensive Plan (New)

McHenry County is updating its 2010 land-use plan. The County has appointed a Regional Planning Commission which is working with McHenry County Planning and Development staff and the LEAM model to explore land use scenarios. The LEAM modeling application is going to be made available to staff at the McHenry County Division of Transportation to test land use impacts related to major transportation infrastructure improvements. More information can be found at <http://www.mchenrycounty2030plan.com>.

McHenry County 2030 Long-Range Transportation Plan (New)

Building off traffic and LEAM modeling efforts, the County is undertaking an update of its 2020 long-range transportation plan. This update will include a deficiency analysis of the transportation network in McHenry County, an evaluation of crash statistics, an evaluation of funding policies, an evaluation of highway design standards, an evaluation of major capital projects, and a financial plan to implement identified projects.

Illinois Route 47 Corridor Planning Study (New)

A study of Illinois Route 47, funded with an Illinois Tomorrow grant, is being spearheaded by Kane County in cooperation with McHenry County and the City of Woodstock. The study will provide a vision for Illinois Route 47 through Kane and McHenry Counties as a corridor of the future that provides for a healthy population and economy through the provision of sustainable land uses, safe complete/multi-modal street design, and the implementation of basic smart growth principles.

Public Interactive GIS Viewer - Athena (New)

The County GIS Department is working to launch a public website including an interactive GIS mapping application called Athena. Athena is an interactive web-based GIS application for County Department and public use. Important planning information such as the cadastral and tax database, land-use and open space designations, two-foot contours, FEMA flood hazard zones, ADID wetlands, political boundaries, aerial photography, and school locations and enrollment are currently included.

Pavement Management System (New)

The McHenry County Division of Transportation is creating a system using GIS and off-the-shelf applications to monitor and evaluate the pavement conditions on the County Highway System. This system promises to best inform the County on where specific types of pavement preservation, general maintenance, and rehabilitation should occur on an annual basis. The effort is aimed at maximizing the use of existing funds to extend the lifetime of the County Highways and measure the effectiveness of pavement treatments.

Groundwater Protection Program (New)

The McHenry County Administration - Water Resource Manager is creating a Groundwater Protection Program based on the recommendations of the 2006 Groundwater Resources Management Plan. The objective is to preserve and protect the quantity and quality of groundwater in McHenry County and to assure our growing population an adequate, sustainable supply of safe water in the future.

Geological Mapping and Groundwater Flow Modeling of Western McHenry County (New)

McHenry County is working with the Illinois State Geological Survey and the Illinois State Water Survey to perform geologic mapping and groundwater flow modeling investigations that will provide technical information and support for the sustainable management and protection of groundwater resources. In particular, the proposed investigations will provide an evaluation of the distribution and sensitivity to contamination of major sand and gravel aquifers and insight on the long-term availability of groundwater resources for all of McHenry County.

McHenry County 2030 Land Use Plan

The McHenry County Division of Transportation continues to monitor the McHenry County 2030 Land Use Plan. The 2030 Land Use plan incorporates agriculture, communications, community character, economic development, infrastructure, intergovernmental cooperation, open space, environmental and natural resources, and water resources. Currently the Commission is looking at the LEAM model which conducts an analysis of the CMAP travel and economic development data sets. Using this information enables McHenry County to evaluate and predict population and employment forecasts.

McHenry County Freight Needs Study

Mapping the location of major shippers and handlers throughout McHenry County. Testing the use of Full Circle tools to collect data regarding these locations in the field. Surveying these locations to better understand the operations and freight needs.

METRA Non-UWP Funded Studies

Union Pacific West Line Corridor

Development in the Union Pacific West (UP-W) Line Corridor is creating transportation opportunities and challenges. As Chicago-based employees seek places further west to live, the demand for long-distance travel increases, placing a strain on existing regional roadways and rail services. Furthermore, the explosive growth in the western portion of the UP-W Corridor is creating new markets for non-traditional type trips, including reverse commutes and suburb-to-suburb commutes. The ability to expand roadway capacity to meet this increased demand without substantial community or environmental impacts is limited. In addition, constraints to the facilities and operations of the railroads in the UP-W Corridor limit the ability to expand commuter rail service without major capital investments. Metra completed the Alternatives Analysis (AA) study in September 2007 for the Union Pacific West (UP-W) Upgrade project. Metra has begun an

Environmental Assessment of the proposed UP-W Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project.

Union Pacific Northwest Line Corridor

The Union Pacific Northwest (UP-NW) Line connects the fast-growing region of McHenry County to Northwest Cook County and Chicago. The existing transportation infrastructure cannot handle the current and projected growth in population in the UP-NW Corridor. This corridor has extremely limited opportunities to add to the roadway network. In addition, the current location and configuration of maintenance facilities fails to maximize efficiency or allow for increased service to outlying areas. The project aims to address these growing needs and travel markets. Metra completed the Alternatives Analysis (AA) study in September 2007 for the Union Pacific Northwest Upgrade project. Metra has begun an Environmental Assessment of the proposed UP-NW Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project.

Southeast Service Corridor

The Southeast Service (SES) corridor contains a significant number of low-income workers, who are disproportionately impacted by commuting costs. The SES project endeavors to address this by providing a link from the Southern Suburbs to downtown Chicago. The project is also envisioned to serve as a catalyst for economic development in the communities in the corridor. Due to the availability of affordable housing and developable land in the corridor, dramatic population growth is projected, but the existing infrastructure will not be able to handle this growth. Metra is currently undertaking an Alternatives Analysis in the SES Corridor to identify a locally preferred alternative to address these issues.

Suburban Transit Access Route Corridor

The Suburban Transit Access Route (STAR) Line project aims to address the need for increased suburb-to-suburb and city-to-suburb connections in the Chicago region. These markets are larger than the traditional suburb-to-city commute market, and they continue to grow more quickly than CBD-based travel. The STAR Line project would connect many of the region's largest job centers with the fastest growing residential markets in the region, providing an alternative to the automobile for trips where no such alternative currently exists. Metra is currently undertaking an Alternatives Analysis in the STAR Line Corridor to identify a locally preferred alternative to address these issues.

BNSF Improvement Alternatives Analysis

Metra is investigating the feasibility of extending commuter service on the Burlington Northern Santa Fe Railway from its current terminus in Aurora to Oswego. This phase of study will examine the most feasible means of achieving this goal. Following this phase of study, Metra will be proceeding to the engineering phase of this project.

PACE Non-UWP Funded Studies

Arterial Rapid Transit Corridor Alternative Analyses

Pace's Arterial Rapid Transit Network (PARTNER) program will develop high quality rubber-tire transit service on suburban arterials. These high-quality service trunk routes will form a network of Rapid Transit corridors. Pace will undertake alternatives analysis for each corridor to determine the locally preferred alternative. The first corridor's alternatives analysis will serve as a template and develop methods for data collection and travel demand forecasting that will be leveraged off by following alternative analyses. Pace has received federal authorization for Cermak and Golf Road. Alternatives Analysis will prepare these projects for funding consideration as New Start, Small Start projects.

Service Restructuring Study

The study's purpose is to develop a route structure that is in line with current travel markets in northeastern Illinois. The primary area of concentration is the 4100 revenue bus hours operated in Cook County and fixed route service provided in the collar Counties. The study will develop a plan to restructure current service. The work tasks are a full ride check of each trip at least once for weekday/Saturday/Sunday service. This includes a 25% sample origin destination study for weekdays only. The consultant would provide an extensive range of data and analysis of this information and use it to streamline service in a simple arterial street oriented system. The consultant would advise and participate in the public hearing process but Pace would run the public consultation process. The consultant would also provide full schedules and operator picks produced through Pace's Hastus system. The study covers an 18 month time period and includes an early deployment effort as a community example of the changes typical of the full restructuring effort.

Harvey Transportation Center – Traffic Signal Priority Project

This project will study coordination and upgrade of existing traffic signals with Transit Signal Priority (TSP) for buses in the vicinity of the Harvey Transportation Center. This project will determine the appropriate approach to the upgrade and modernization of 21 existing traffic signals along 154th Street, Park Avenue, Sibley, 139th and Halsted Street to facilitate TSP. Implementation of TSP in this vicinity has the potential to greatly improve the service reliability of the Pace routes and enhance the terminal transit operation. System and installation and testing currently underway.

Queue Jump – Traffic Signal Priority Project

This project will evaluate and determine a concept design for a bus "Q-Jump" lane at intersections with existing dedicated right turn bays. The project will address geometric design as well as the need for the signal modifications. A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal. A special bus-only signal may be required. The queue jump lane can be a right-turn only lane, permitting straight through movements for buses only. A queue jump lane can also be installed between right-turn and straight through lanes. A similar arrangement can be used to permit a bus to cross traffic lanes to make a left turn immediately after serving a curb side stop. The project will address selected locations representative of typical conditions in the six County area. Reviewing study results with IDOT.

Express Bus Network

This is a study of high speed corridors for express bus implementation leading to an interconnected network of express bus service that will tie into mainline arterial service as well as a regional system of Park-and-rides lots and transit centers. This will be consistent with Pace's restructuring efforts. A bus only shoulder component including the feasibility of converting the express/freeway shoulders in region for bus-only travel during a.m. and p.m. peak periods is under study through RTA and IDOT.

Designated-Stop Operation

Pace's vision for the future – stated in Vision 2020 – “to provide efficient transit service with decreased travel time requires the coordination of infrastructure, service, information and travel demand.” Establishing designated bus stops will provide the infrastructure required for designated-stop operation. There are many benefits to designated stop operation. Benefits to the passengers include:

- Reduced travel times
- Improved on-time performance
- Improved consumer recognition and understanding of Pace's service on the streets
- Improved accessibility to passengers
- Improved visibility of passengers by bus operators
- Improved safety

Pace will benefit from savings due reduced running times and improved trip time reliability, and will have an improved image from the more established presence on the streets. Implementation has begun on four routes in the south suburbs as component of the restructuring initiative.

I-355 Express Bus Study

The main goal is to develop an express bus network on the I-290, Ill53, I-355 corridor to serve the south, west, northwest and north suburbs. This network should include regional park-n-ride/transfer facilities including but not limited to bus priority treatment, ramp priority, shoulder lanes and HOT lanes where possible.

RAILROADS Non-UWP Funded Planning Studies

CREATE

CREATE (Chicago Region Environmental and Transportation Efficiency) is a transportation project of local, regional and national significance to improve rail infrastructure, grade separate 25 railroad grade crossings, and improve Metra/Amtrak service in the Chicago region. The CREATE partners are IDOT, CDOT, and the AAR.

REGIONAL TRANSPORTATION AUTHORITY Non-UWP Funded Planning Studies

The RTA's Planning Programs support planning activities at the community and sub-regional levels. Municipalities, counties and councils of government receive funding and planning support for studies that benefit local areas and the regional transit system. Projects are selected via an

annual competitive proposal process. The 2009 program of projects includes 20 projects with a total value of \$2.7 million.

Community Planning

The Community Planning program provides funding and planning assistance to communities at the local level for planning projects that benefit both the local communities and the RTA transit system. Launched in 1999 under the name Regional Technical Assistance Program (RTAP), the program was renamed and launched as Community Planning in 2008 to better reflect the program's focus on planning assistance for local communities.

Community Planning offers municipalities an opportunity to participate in the planning of local transit and transit-related opportunities. Services offered include the creation of station area / transit-oriented development plans, transit-oriented development guidelines, local transit improvement plans for bus and rail, coordinated paratransit plans and detailed implementation studies.

Through this program, the RTA seeks projects that are consistent with the vision and four primary goals of its Strategic Plan: provide transportation options and mobility, ensure financial viability, enhance livability and economic vitality, and demonstrate value. Additionally, the program looks to fund projects that incorporate the following Community Planning principles:

- Plan for increased transit usage
- Plan for access and circulation improvements in and around transit facilities
- Plan for multi-modal improvements
- Develop transit-oriented development plans or principles
- Plan for improved job access
- Plan for improved mobility for seniors and people with disabilities
- Plan for improved efficiency and effectiveness of transit operations through increased coordination and reduced redundancy
- Plan for enhanced or expanded transit service

2009 PROGRAM OF PROJECTS

2009 Program Value: \$1.89M (Total); \$1.512M (RTA); \$378,000 (Local)

Applicant	Project Title and Description
South Suburban Mayors and Managers Association (SSMMA)	Chicago Southland Transit Corridor Development - This study will encompass the communities within the service area of the South Suburban Mayors and Managers Association and that are located along either the Metra Electric Line, Rock Island Line, or Southwest Service, or the proposed SouthEast Service Line. This study will create transit-oriented development plans for all communities along each of the rail lines that do not already have one in place.
City of Des Plaines	Cumberland Transit-Oriented Development Plan - This study will create a transit-oriented development plan for the approximate ½ mile radius of the Cumberland Metra Station within the City.
City of St. Charles	St. Charles Circulator Feasibility Study – This project will study the feasibility of a circulator system between two transit-oriented developments (First Street and Towne Center) within St. Charles, and the Geneva Metra Station.
Village of Manhattan	Manhattan Village Center – This study will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra station within the Village.
Will County	Will County Coordinated Paratransit Study – This study will create a coordinated paratransit plan for the County. This includes an inventory of existing paratransit services, a gap analysis based on the inventory, and strategies to begin the development of an action plan to implement a pilot program of a coordinated paratransit initiative.
Village of Western Springs	Western Springs Downtown Plan – The study will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra Station within the Village.
Village of Schaumburg	Village of Schaumburg Transit Service Assessment – This study will create a Local Transit Improvement Plan for the Village that will review the performance of existing transit services, determine customer satisfaction with the existing services and identify existing synergies among the existing services and develop potential coordination among existing services.
Village of Glenwood	South Suburban Commuter Rail Corridor Land Use and Local Financing Study – This study will create a transit-oriented development plan for the Village within an approximate ½ mile radius of the potential transit station on the proposed Southeast Service Line that would be located within the

	Village.
Village of Bensenville	<i>Village of Bensenville Transit Improvement Plan</i> – This study will create a local transit improvement plan for the Village, including an examination of existing transit services, opportunities for increased efficiencies of existing services, potential service from the Village to O’Hare Airport and potential reverse commute options. The study will also include a sub-area transit-oriented development plan for the Village’s existing Metra Station.
Village of East Dundee	<i>Dundee Crossing Transit Center</i> – This study will identify a location for a proposed transit center within the Village, which would serve as a Pace bus hub and park and ride facility. The study will also include a preliminary assessment for adding Pace bus service on Route 72 from the Village to Prairie Stone business park.
Village of Prairie Grove	<i>Village of Prairie Grove Town Center and TOD Development Plan</i> – This study will create a transit-oriented development plan for the Village that encompasses an approximate ½ mile radius of the location of the future station on the spur of Metra’s Union Pacific Northwest Line.
City of Chicago, Dept. of Planning and Development	<i>Transit-Friendly Development at Chicago Metra Stations</i> – This study will encompass five Metra stations along the Milwaukee District West Line within the City of Chicago (Grand / Cicero, Hanson Park, Galewood, Mars, and Montclare). The study will provide recommendations for potential transit-oriented development near each station.
Village of Wilmette	<i>Master Plan for Wilmette’s Village Center and Linden Square Neighborhood</i> – This study will create a transit-oriented development master plan for the Village’s downtown area near the Village’s Metra station. The study will also include a smaller subarea transit-oriented development plan for the Linden Station on the CTA’s Purple Line, which is located within the Village.
Village of Antioch	<i>Village of Antioch Downtown Land Use and Transit Implementation Strategy</i> – The Village has already completed several transit-oriented development studies for their Metra Station area; this study will develop implementation strategies to move forward the recommendations within the existing studies.
City of Joliet	<i>Joliet Intermodal Transportation Center Feasibility Study</i> – This study will examine the feasibility of creating a new intermodal transportation center in the City Center, adjacent to the existing Union Station. The study will also provide recommendations to create intermodal connectivity, improve public transportation and passenger efficiencies and identify potential opportunities for adaptive reuse of the existing Union Station.

Subregional Planning

The Subregional Planning program, formerly housed under the Regional Technical Assistance Program (RTAP), provides funding and planning assistance to counties, townships, Councils of Government/Municipal Associations and groups of municipalities located in the RTA six-county service area, the City of Chicago and the RTA Service Boards (Chicago Transit Authority, Metra and Pace) to complete transit and land use focused planning studies. Eligible projects include service development studies for an existing, underserved or emerging market, the transit component of a county or subregional transportation plan, corridor or subregional level integrated transit and land use improvement studies, and transit-oriented development and coordinated paratransit studies at the county, subregional or corridor level.

The Subregional Planning program was expanded in 2008 to address recommendations from the RTA's Strategic Plan, which calls for the regional transit system to be "enhanced and expanded to respond to the changes in local work-trip patterns that have resulted from, and in anticipation of, the growth in jobs and residences in the suburban area." Studies completed through this program may also develop strategies for serving the traditional suburb-to-city and intra-urban markets as well as the non-traditional city-to-suburb market identified in the Strategic Plan. The Strategic Plan also states that Subregional Planning studies will generally provide useful data and analysis to support informed transportation investment decisions; ensure that regional and local governments understand mobility needs, transportation system deficiencies, and existing and emerging travel markets within the subregion; explore and assess a range of corridor transportation options and their impacts; and identify alternatives that offer the best net advantage to corridor communities and the region.

Through this program, the RTA also seeks projects that support the Strategic Plan and are consistent with the vision and four primary goals of that plan: provide transportation options and mobility, ensure financial viability, enhance livability and economic vitality, and demonstrate value. Additionally, the program looks to fund projects that incorporate the following Subregional Planning principles:

- Plan for increased transit usage
- Plan for transit service to new or underserved markets
- Plan for improved mobility options
- Plan for reduced highway congestion through expanded transit ridership
- Plan for multi-modal improvements
- Develop transit-oriented development plans or principles at the county or subregional level
- Plan for improved job access
- Plan for improved mobility for seniors and people with disabilities
- Plan for improved efficiency and effectiveness of transit and paratransit operations through increased coordination and reduced redundancy
- Plan for enhanced or expanded transit service

2009 PROGRAM OF PROJECTS

2009 Program Value: \$825,000 (total); \$630,000 (RTA); \$195,000 (local)

Applicant	Project Title and Description
DuPage County	DuPage Area Transit Plan – This project seeks to update DuPage County’s 2002 Transit Plan by developing a phased implementation of projects identified in the plan over a 20 year horizon.
Kane County	Kane County LRP Transit Component – This project will address the transit component of the Kane County Long Range Integrated Transportation and Land Use Comprehensive Plan. It will also update the Kane County Transit Opportunity Assessment Study which was completed in October 2002.
Southwest Conference of Mayors	Harlem Avenue Corridor – The goal of this project is to improve the traffic movement and transit options along Harlem Avenue from 63rd Street to I-80, making Harlem Avenue a more vibrant and active corridor in the southwest suburbs.
Pace	I-355 Express Bus – This study seeks to develop a fully integrated sustainable corridor through the development of an express bus service on the I-355 corridor between New Lenox and Lake-Cook Road. This study will examine ways of improving transit as well as transit support facilities within the entire corridor.
Joliet Arsenal Development Authority (JADA)	Southwest Will TMA Study – The purpose of this study is to identify the transportation infrastructure and transit services required for the area in and around the former Joliet Arsenal. The study will also evaluate the feasibility of and seek to create the structure for a Transportation Management Association.

WILL COUNTY Non-UWP Funded Studies

Corridor Study: Gougar Road (CH 52)

US Route 52 to US Route 6.

Corridor Study: Laraway Road (CH 74)

US Route 52 to Harlem Avenue.

SOUTH COUNCIL Non – UWP Funded Projects

Funded by the Illinois Department of Transportation, Department of Public and Intermodal Transportation with local match by the Chicago Southland Economic Development Corporation. A comprehensive analysis of South Suburban Freight assets and an action plan to achieve maximum benefits of intermodal freight and other freight industries.

Southeast Central Commuter Rail local Financing Study

Funded by the RTA with local match provided by the South Suburban Mayors and Managers Association. Identifies various funding options, including Public – Private participation to construct stations and ancillary facilities for the Southeast Metra Commuter Rail Line.

Chicago Southland Transit Oriented Development Study

Phase 1 - Funded by the RTA with local match provided by the Chicago Southland Economic Development Corporation. Planning and market analysis of the Commuter Rail Lines serving the Chicago Southland area, The Metra Electric Line, Rock Island, Southwest Service and the proposed Southeast Commuter Rail Line.

Cargo Oriented Development Study

Funded through a grant to Center for Neighborhood Technology (CNT), SSMMA and CNT are analyzing development opportunities created by the Freight Study. These sites are being located through the identification of vacant or underutilized land located near an intermodal site, railroad spur or a major highway intersection and has been titled Selector Analysis – COD.

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APPENDIX J

UWP DEVELOPMENT PROCESS

The UWP Committee is charged with guiding the development of the annual Unified Work Program for transportation planning in northeastern Illinois. The Unified Work Program lists the planning projects the UWP committee members and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP is designed to run in conjunction with the State of Illinois fiscal year timeline of July 1-June 30. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

The UWP Committee develops a program for recommendation to the region's MPO Policy Committee. The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and a representative from the collar counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The UWP development process begins each fall. The UWP Committee requests policy direction on regional planning priorities for the upcoming program from the CMAP Board and MPO Policy Committee. Priorities are further guided by the factors included in the *Scope of the Metropolitan Planning Process*, from Sec. 450.306 of the federal regulations found in 23 CFR Parts 450 and 500 and 49 CFR Part 613. The policy direction is described in a document summarizing the expected components to a Core and Discretionary program. All relevant documentation is posted on the CMAP Web site at <http://www.cmap.illinois.gov/uwp/default.aspx>.

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program in early February. A second tier of projects focusing on select emphasis areas are submitted for review in late February, with review and selection taking place in March and April (see below for a breakdown of Core and Competitive projects). The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration in April. The draft program is then submitted to the funding agencies and released for public comment. Following their review, the draft program is sent to the MPO Policy Committee for consideration of endorsement at their June meeting.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY10 UWP programs \$15,514,062 in federal funding, along with the required 20 percent of local matching funds, resulting in over \$19.5 million dedicated to transportation planning in the northeastern Illinois region during this program year.

Section 1: Core

The UWP Committee approved \$13,703,233 in federal funding under the FY 10 Core Program. Agencies receiving core funding were CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, and RTA.

Section 2: Competitive

With \$13,703,233 approved in the Core, \$1,810,828 in federal funding remained in the competitive round. The participating agencies (CTA, RTA, Metra, Pace, CDOT, Regional CoM, CMAP, DuPage County, Lake County) submitted 17 projects totaling \$3,166,828. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 17 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 7 to 20. All projects ranked with a score of 12 and above (with one exception) were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY10 UWP Proposed Program was reviewed by the Transportation Working Committee and released for a public comment period (April 24-May 19, 2009). No public comments were received.

More information about the FY10 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/uwp/default.aspx>

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APPENDIX K

FY 2010 UWP MONITORING AND REPORTING

Over the past several years, the FHWA/FTA, CMAP Board, CMAP staff, and other regional civic organizations have recommended that CMAP and the MPO Policy Committee implement a process to account for the results of now over \$19.5 million annual in federal metropolitan planning funds in the UWP. While such a system may not be statutorily required under federal law, the region will benefit from a clearer indication of the products produced by these funds. Developing a system of accountability will not only inform the region about what is being accomplished with federal planning dollars, it will also help in the construction of a more efficient and effective UWP process moving forward.

FHWA and FTA's October 2005 Certification of the Chicago Area Transportation Study (CATS), the former MPO for northeastern Illinois, states that "The MPO should consider creating a tracking database to determine the success of past projects in UWPs. It would benefit the planning process in the region if this database was made public, either through the website or some other means. But the initial goal of this process should be to analyze the results of past planning studies within the UWP."

In response to this certification, the Unified Work Program Committee approved a new process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and also complete four short narrative sections to detail work status, progress, products, and short term future objectives. This process of progress reporting has begun to cover projects funded in FY 2008 and FY 2009 and will continue through FY 2010. Reports are completed by the middle of each month following the close of each quarter, or the fifteenth of October, January, April, and July.

CMAP staff has made the progress reports available online on the CMAP Unified Work Program Committee webpage. This webpage can be found at:
<http://www.cmap.illinois.gov/uwp/default.aspx>



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