

UWVP

UNIFIED WORK PROGRAM FOR TRANSPORTATION

*NORTHEASTERN ILLINOIS
FISCAL YEAR 2007*

June 30, 2006



Chicago Area Transportation Study

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

The Policy Committee is the metropolitan planning organization for northeastern Illinois. It 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 Area Transportation Study 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.



CHICAGO AREA TRANSPORTATION STUDY 233 S. Wacker Drive, Suite 800, Chicago, Illinois 60606

June 8, 2006

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

Dear Mr. Smith:

I am transmitting to the Illinois Department of Transportation the FY 2007 Unified Work Program (UWP) for transportation planning in northeastern Illinois. The UWP has been endorsed by the Chicago Area Transportation Study Policy Committee, which is the Metropolitan Planning Organization for northeastern Illinois. The endorsement resolution is attached.

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 that reads "Craig M. Heither".

Craig M. Heither, Secretary
Unified Work Program Committee

CHICAGO AREA TRANSPORTATION STUDY
POLICY COMMITTEE

RESOLUTION
Number 06-10

**A RESOLUTION ENDORSING THE FISCAL YEAR 2007 UNIFIED WORK PROGRAM
FOR NORTHEASTERN ILLINOIS**

WHEREAS, the Policy Committee of the Chicago Area Transportation Study is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Section 5303 Title 49 U.S. Code; and

WHEREAS, the federal regulations for Metropolitan Transportation Planning and Programming, as specified in 23 CFR Part 450.314 require that the MPO develop a Unified Work Program for transportation planning; and

WHEREAS, the Unified Work Program Committee has developed and recommended projects for inclusion in the Fiscal Year 2007 Unified Work Program; and

WHEREAS, these projects were submitted to the funding agencies and project review agencies; and

WHEREAS, the projects have been approved by the funding agencies and were found consistent with regional and state plans and policies by the project review agencies; and

WHEREAS, the Fiscal Year 2007 Unified Work Program is essential to meeting the provisions of the Urban Mass Transportation Act of 1964; and

WHEREAS, the Work Program Committee has approved the Fiscal Year 2007 UWP as developed by the Unified Work Program Committee and recommended Policy Committee endorsement.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee of the Chicago Area Transportation Study hereby endorses the FY 2007 Unified Work Program as summarized by the attached document and authorizes the CATS staff to prepare and distribute the UWP document.

The above and foregoing resolution is hereby adopted the 8th day of June, 2006.

Kenneth Koehler
Vice Chairman, CATS Policy Committee

Don Kopec
Secretary, CATS Policy Committee

**FY 2007 UNIFIED WORK PROGRAM
NORTHEASTERN ILLINOIS
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SECTION I
EXECUTIVE SUMMARY

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2007 (FY07) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$17,634,388 in planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources, and matching funds from the Illinois Department of Transportation (IDOT) and local sources. There are no funds carried over or reprogrammed from previous fiscal years. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks (\$13,234,177 FHWA PL and \$4,400,211 FTA).

The UWP was developed through the UWP Committee of the Chicago Area Transportation Study (CATS). Voting members represent: CATS Councils of Mayors, Chicago Transit Authority (CTA), City of Chicago, Northeastern Illinois Planning Commission (NIPC), Regional Transportation Authority (RTA), counties of under one million in population, Pace and Metra. IDOT serves as the chair of the committee who votes in case of ties; non-voting members who participated in the discussions of the UWP Committee represent CATS staff, FHWA, FTA and the Illinois Environmental Protection Agency (IEPA). The UWP Committee annually develops the UWP for northeastern Illinois.

The FY07 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2006 through June 30, 2007. The UWP Committee developed the FY07 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process: the initial tier funded Core elements, which address MPO requirements for meeting federal certification of the metropolitan transportation planning process, and the second tier used a Competitive Selection process to program the remaining funds. The UWP development process is discussed further in Appendix K. The UWP is submitted to the Work Program Committee, which recommends that it be approved by the CATS Policy Committee, the Metropolitan Planning Organization (MPO) for northeastern Illinois. Approval by the Policy Committee signifies official MPO endorsement of the UWP.

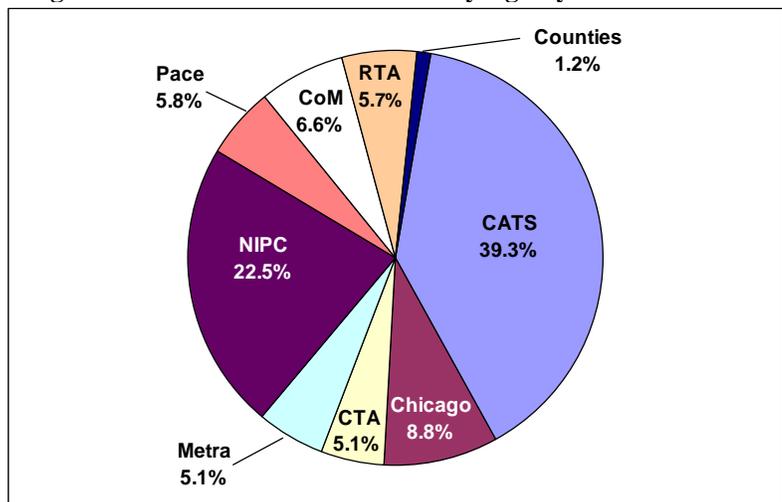
FY07 UWP funds will be programmed to CATS, CTA, the City of Chicago, NIPC, RTA, Metra, Pace, DuPage County, McHenry County and the Regional Councils of Mayors. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects which support implementation of the Interagency Agreement for Regional Planning in Northeastern Illinois (reaffirmed in 2000) will receive funding. Other projects support ongoing regional transportation planning, programming and implementation efforts.

Funding by Agency

Figure 1 shows the share of FY07 UWP funds programmed to each agency. CATS is receiving 39.3% of the new FHWA PL and FTA section 5303 funds to collect and analyze transportation data, support required MPO activities and perform transportation studies. Most of CATS' activities support the implementation of the interagency agreement. The CTA, RTA, Metra and Pace are receiving 5.1%, 5.7%, 5.1% and 5.8% 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 8.8% of the funds to perform studies of facilities proposed within its boundaries and gather data. NIPC is receiving 22.5% to provide comprehensive planning guidance to the

Figure 1. Share of FY07 UWP Funds by Agency



MPO process and help coordinate 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, in compliance with federal regulations and in support of the interagency agreement. (IDOT will provide one-half of the local match for NIPC's PL and SPR funds, through staff time spent participating in the process.) The Regional Councils of Mayors are receiving 6.6% in order to assist local elected officials to participate effectively in the MPO process, as well as to undertake subregional studies. DuPage County and McHenry County are receiving a combined 1.2% for developing a traffic crash database application and to assist with development of a county traffic model.

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

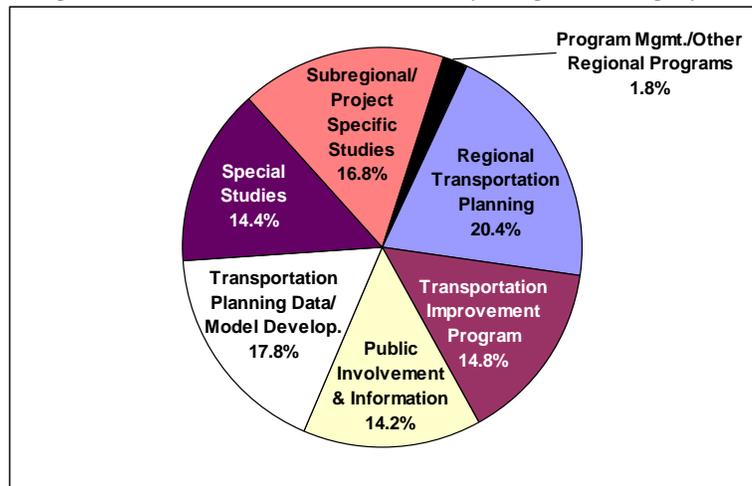
	Total	FTA	PL
CATS	\$6,923,270	\$588,421	\$6,334,849
Chicago	\$1,551,430	\$0	\$1,551,430
CTA	\$902,790	\$902,790	\$0
Metra	\$892,000	\$892,000	\$0
NIPC	\$3,962,698	\$0	\$3,962,698
Pace	\$1,017,000	\$1,017,000	\$0
Regional Council of Mayors	\$1,168,612	\$0	\$1,168,612
RTA	\$1,000,000	\$1,000,000	\$0
DuPage County	\$150,000	\$0	\$150,000
McHenry County	\$66,588	\$0	\$66,588
TOTAL	\$17,634,388	\$4,400,211	\$13,234,177

Note: Local match included.

Funding by Program Category

The FY07 UWP is divided into seven major program categories, which were endorsed by the Work Program Committee in 2001. The organization of the UWP is designed to reflect the importance the MPO attaches to different program categories. The program categories are briefly described below and Figure 2 shows the share of FY07 UWP funds going to each category. Each program category is comprised of program components, which are used to delineate specific tasks or functions under the broad category and help group similar projects together. Together, the program components represent the general topical areas that are addressed by projects in the program category.

Figure 2. Share of FY07 UWP Funds by Program Category



1. **Regional Transportation Planning**

The projects in this program category fall under three general topical areas: RTP Development, Analysis of Socioeconomic and Land Use/Transportation Relationships, and Regional Comprehensive Land Use Plan. RTP Development projects are undertaken to create and update the region's long range transportation plan. The 2030 RTP (*Shared Path 2030*) was adopted by the CATS Policy Committee in October 2003. The RTP is on a three-year plan cycle and the update to the 2030 RTP is expected to be approved by the CATS Policy Committee in October 2006. The conclusion of research and analysis for the RTP update, and the draft 2030 RTP update available for public comment are anticipated in early FY07.

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. Building on the development of the comprehensive regional land use plan as well as ongoing planning and data efforts, NIPC will prepare detailed socioeconomic forecasts to be used in the modeling process.

Projects addressing the Regional Comprehensive Land Use Plan will constitute the UWP's contribution to NIPC's development of the regional comprehensive land use plan, consistent with the Interagency Agreement. The Interagency Agreement for Regional Planning in Northeastern Illinois establishes the development of a comprehensive land use plan, and its use to guide transportation planning, as important regional planning goals. The NIPC Commissioners approved the 2040 Regional Framework Plan in June 2005. Continuing efforts will focus on implementing the plan, especially in linking local land use decisions to regional issues of growth management, transportation and the environment.

The budget for this program category is \$3,591,570, which is 20.4% of the total FY07 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 \$2,602,690, which is 14.8% 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. This category includes support for the Council of Mayors, which is a critical link between regional transportation planning agencies and the general public. The regional agencies continually work to expand and improve their public involvement efforts. Funds allocated to this category total \$2,501,410, or 14.2% 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 category specifically does not include analysis or use of the data in other projects. The total funds allocated to this category are \$3,130,788 (17.8% of FY07 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.

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 and to provide for regional participation and contribution to statewide air quality planning activities.

The budget for this program category is \$2,531,500, representing 14.4% 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 \$2,957,430, or 16.8% of the total UWP.

7. *Program Management and Other Regional Programs*

The projects in this category provide management support for the UWP or provide for undertaking other projects which support the MPO's goals and are deemed important to the region. The budget for this category is \$319,000, 1.8% of the total UWP budget.

Program Funding Summary Tables

On the following pages are three tables that summarize the contents of the FY07 UWP.

- Table 1 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 2, the Summary of UWP Projects and Budgets, provides project-by-project detail on the distribution of planning funds. Local match is included in the figures shown, and FTA funds and PL funds are shown as separate line items for each project.
- Table 3 summarizes the distribution of planning funds for each project by the recipient agency, rather than by the UWP program category. These figures also include the local match.

UWP Document Layout

The remainder of the FY07 UWP is divided into the following sections:

- Section II – contains a listing of the major planning products to be produced in FY07, 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 FY07 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, object class budgets, 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 FY07 UWP.

Table 1: Summary of UWP Projects and Budgets by Category

(All figures in thousands*)

	Total	CATS	Chicago	CoM	Counties	CTA	Metra	NIPC	Pace	RTA
REGIONAL TRANSPORTATION PLANNING										
FTA	155.7	155.7								
PL	2,717.5	671.1	120.0					1,926.4		
Local Match	718.3	206.7	30.0					481.6		
Category Total	3,591.6	1,033.6	150.0					2,408.0		
TRANSPORTATION IMPROVEMENT PROGRAM										
FTA	420.6					222.2	198.4			
PL	1,661.5	1,124.3	537.2							
Local Match	520.5	281.1	134.3			55.6	49.6			
Category Total	2,602.7	1,405.4	671.5			277.8	248.0			
PUBLIC INVOLVEMENT AND INFORMATION										
FTA	209.1	209.1								
PL	1,792.0	559.0		886.9				346.2		
Local Match	500.3	192.0		221.7				86.5		
Category Total	2,501.4	960.1		1,108.6				432.7		
TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT										
FTA	515.2						515.2			
PL	1,989.4	726.6	144.0	48.0	173.3			897.6		
Local Match	626.2	181.6	36.0	12.0	43.3		128.8	224.4		
Category Total	3,130.8	908.2	180.0	60.0	216.6		644.0	1,122.0		
SPECIAL STUDIES										
FTA	695.5	36.3				160.0			499.2	
PL	1,329.7	1,329.7								
Local Match	506.3	341.5				40.0			124.8	
Category Total	2,531.5	1,707.5				200.0			624.0	
SUBREGIONAL AND PROJECT SPECIFIC STUDIES										
FTA	1,524.0	69.6				340.0			314.4	800.0
PL	841.9	402.0	439.9							
Local Match	591.5	117.9	110.0			85.0			78.6	200.0
Category Total	2,957.4	589.5	549.9			425.0			393.0	1,000.0
PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS										
FTA	0.0									
PL	255.2	255.2								
Local Match	63.8	63.8								
Category Total	319.0	319.0								
FTA	3,520.17	470.74				722.23	713.60		813.60	800.00
PL	10,587.35	5,067.89	1,241.14	934.89	173.27			3,170.16		
Local Match	3,526.87	1,384.65	310.29	233.72	43.32	180.56	178.40	792.54	203.40	200.00
Total	17,634.39	6,923.27	1,551.43	1,168.61	216.59	902.79	892.00	3,962.70	1,017.00	1,000.00

*Totals may differ due to rounding

Table 2: Summary of UWP Projects and Budgets

(All figures in thousands, local match included)

REGIONAL TRANSPORTATION PLANNING			Agency	TOTAL	FTA	PL
<u>Component: 1100 Transportation System Planning</u>						
Work Element:	1100.01	Regional Transportation Plan	CATS	389.3	194.7	194.7
Work Element:	1100.07	NIPC Regional Transportation Plan	NIPC	200.0		200.0
Work Element:	1100.08	Bicycle and Pedestrian Planning	CATS	275.5		275.5
Work Element:	1100.11	West Loop Transportation Center Phase 2	Chicago	150.0		150.0
Work Element:	1100.13	Financial Planning Scenarios for the RTP	CATS	30.1		30.1
Work Element:	1100.16	2040 Framework Implementation Toolkit	NIPC	325.0		325.0
Work Element:	1100.17	Integrating Land Use and Transportation Planning Processes (NIPC)	NIPC	170.0		170.0
Work Element:	1100.17	Integrating Land Use and Transportation Planning Processes (CATS)	CATS	122.7		122.7
Work Element:	1100.18	Regional Planning Board Support (CATS)	CATS	122.3		122.3
Work Element:	1100.18	Regional Planning Board Support (NIPC)	NIPC	358.0		358.0
Work Element:	1100.21	Economic Development Aspects of Transportation Planning and Programming	CATS	93.7		93.7
<i>Total Component 1100</i>				2,236.6	194.7	2,041.9
<u>Component: 1205 Growth Monitoring</u>						
Work Element:	1205.02	Growth Monitoring & Land Use Inventory	NIPC	535.0		535.0
<i>Total Component 1205</i>				535.0		535.0
<u>Component: 1210 Forecasting</u>						
Work Element:	1210.22	Population, Households, & Employment Forecasts	NIPC	475.0		475.0
<i>Total Component 1210</i>				475.0		475.0
<u>Component: 1604 Comprehensive General Plan</u>						
Work Element:	1604.01	2040 Regional Framework Plan Update	NIPC	75.0		75.0
Work Element:	1604.03	Implementation of the 2040 Regional Framework Plan	NIPC	125.0		125.0
Work Element:	1604.04	Integrating Land Use/Transportation Planning & Sustainability Principles	NIPC	145.0		145.0
<i>Total Component 1604</i>				345.0		345.0
Category Total				3,591.6	194.7	3,396.9

TRANSPORTATION IMPROVEMENT PROGRAM

Component: 2351 Development of Five Year TIP

	Agency	TOTAL	FTA	PL
Work Element: 2351.01	TIP Development and Monitoring	CATS	647.3	647.3
Work Element: 2351.02	TIP Development & Monitoring	Chicago	171.5	171.5
Work Element: 2351.03	Program Development-CTA	CTA	252.8	252.8
Work Element: 2351.05	Program Development-Metra	Metra	248.0	248.0
Work Element: 2351.07	Preliminary Planning	Chicago	500.0	500.0
Work Element: 2351.08	CMAQ Program Development and Monitoring	CATS	363.5	363.5
Work Element: 2351.09	TIP Database Update	CATS	53.6	53.6
Work Element: 2351.10	Data Preparation for RTP	CTA	25.0	25.0

Total Component 2351

2,261.7	525.8	1,735.9
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Component: 2354 Tip Impact Analysis

Work Element: 2354.03	RTP/TIP Conformity Analysis	CATS	171.9	171.9
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Total Component 2354

171.9		171.9
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Component: 2356 TIP Public Participation

Work Element: 2356.02	Coordination of STP with Local Elected Officials	CATS	169.1	169.1
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Total Component 2356

169.1		169.1
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Category Total

2,602.7	525.8	2,076.9
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PUBLIC INVOLVEMENT AND INFORMATION

Component: 3004 Public Involvement and Information

	Agency	TOTAL	FTA	PL
Work Element: 3004.01	Communication and Outreach	CATS	505.5	252.8
Work Element: 3004.03	Public Involvement and Public Information	NIPC	432.7	432.7
Work Element: 3004.04	RTP Public Engagement	CATS	17.2	8.6
Work Element: 3004.05	TIP Public Information Activities	CATS	89.4	89.4

Total Component 3004

1,044.8	261.4	783.4
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Component: 3339 Regional Council of Mayors

Work Element: 3339.20	Council of Mayors Support and Management	CATS	348.0	348.0
Work Element: 3339.32	Subregional Transportation Planning, Programming and Management	Regional Council of Mayors	1,108.6	1,108.6

Total Component 3339

1,456.6		1,456.6
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Category Total

2,501.4	261.4	2,240.1
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TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT

		Agency	TOTAL	FTA	PL
<u>Component: 4203 Geographic Reference Files</u>					
Work Element:	4203.02	Geographic Information Systems	NIPC	342.0	342.0
<i>Total Component</i>				<u>342.0</u>	<u>342.0</u>
<u>Component: 4220 Socioeconomic Data Preparation</u>					
Work Element:	4220.01	Data Services	NIPC	130.0	130.0
<i>Total Component</i>				<u>130.0</u>	<u>130.0</u>
<u>Component: 4311 Facilities Monitoring</u>					
Work Element:	4311.54	Council of Mayors Data Collection	Regional Council of Mayors	60.0	60.0
<i>Total Component</i>				<u>60.0</u>	<u>60.0</u>
<u>Component: 4318 Transportation Information</u>					
Work Element:	4318.48	Travel/Data Monitoring	CATS	284.1	284.1
Work Element:	4318.68	Household Travel Behavior Inventory Peer Review	CATS	10.0	10.0
Work Element:	4318.69	Central Area Pedestrian Counts	Chicago	180.0	180.0
Work Element:	4318.70	Origin-Destination Survey	Metra	550.0	550.0
<i>Total Component</i>				<u>1,024.1</u>	<u>474.1</u>
<u>Component: 4341 Transportation Planning Procedures</u>					
Work Element:	4341.63	Travel Model Development and Support	CATS	614.1	614.1
Work Element:	4341.71	McHenry County Traffic Model	Counties	66.6	66.6
Work Element:	4341.73	Regional Model Development	Metra	94.0	94.0
Work Element:	4341.74	Land Use Modeling	NIPC	650.0	650.0
Work Element:	4341.75	DuPage County Traffic Accident Database System	Counties	150.0	150.0
<i>Total Component</i>				<u>1,574.7</u>	<u>1,480.7</u>
Category Total				3,130.8	2,486.8

SPECIAL STUDIES

		Agency	TOTAL	FTA	PL
<u>Component: 5321 Asset Management: Highway Facilities</u>					
Work Element:	5321.16	Congestion Monitoring	CATS	178.6	178.6
<i>Total Component</i>				<u>178.6</u>	<u>178.6</u>
<u>Component: 5325 Asset Management: Transit</u>					
Work Element:	5325.49	Private Providers Task Force Management	CATS	103.7	103.7
Work Element:	5325.60	Design of Schedule Analysis Tools for Short-Term Optimization	CTA	200.0	200.0
<i>Total Component</i>				<u>303.7</u>	<u>200.0</u>
<u>Component: 5328 Asset Management: Multi-Modal</u>					
Work Element:	5328.02	ITS Planning /Architecture	CATS	108.7	108.7
Work Element:	5328.03	Freight [Intermodal] Operations Analysis & Research	CATS	232.4	232.4
Work Element:	5328.05	Transportation Management and Operations Planning & Implementation	CATS	522.8	522.8
Work Element:	5328.93	Rideshare Services Program	Pace	174.0	174.0
<i>Total Component</i>				<u>1,037.9</u>	<u>863.9</u>
<u>Component: 5363 Mobility Limited Services</u>					
Work Element:	5363.16	Seniors and People with Disabilities & Community Mobility	CATS	98.9	45.4
Work Element:	5363.17	Pace Paratransit Coordination	Pace	450.0	450.0
<i>Total Component</i>				<u>548.9</u>	<u>495.4</u>
<u>Component: 5366 Economically Disadvantaged</u>					
Work Element:	5366.08	Human Services Transportation Plan	CATS	242.8	242.8
<i>Total Component</i>				<u>242.8</u>	<u>242.8</u>
<u>Component: 5382 TCM Evaluation and Implementation</u>					
Work Element:	5382.15	Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects	CATS	219.6	219.6
<i>Total Component</i>				<u>219.6</u>	<u>219.6</u>
Category Total				2,531.5	869.4
				1,662.1	1,662.1

SUBREGIONAL AND PROJECT SPECIFIC STUDIES

	Agency	TOTAL	FTA	PL	
<u>Component: 6334 Multi-Modal Transportation Studies</u>					
Work Element: 6334.19	Highway and Transit Assistance	CATS	268.0	87.0	181.0
Work Element: 6334.98	Cook-DuPage Corridor Alternatives Analysis	RTA	250.0	250.0	
<i>Total Component</i>	6334		518.0	337.0	181.0
<u>Component: 6335 Transit Studies</u>					
Work Element: 6335.20	2007 Customer Satisfaction Survey	CTA	210.0	210.0	
Work Element: 6335.21	Customer Satisfaction Index Survey and Loyalty Program	Pace	200.0	200.0	
Work Element: 6335.46	Airport Rail Coordination and Plans	Chicago	350.0		350.0
Work Element: 6335.70	RTAP Community Transit Improvement Plans	RTA	250.0	250.0	
Work Element: 6335.71	Arterial Rapid Transit Concept Evaluation	Pace	193.0	193.0	
Work Element: 6335.72	Enhancement of the Regional Traffic Signal Inventory	CATS	321.5		321.5
Work Element: 6335.73	Survey of Limited English Proficiency Areas in CTA's Service Area	CTA	215.0	215.0	
<i>Total Component</i>	6335		1,739.5	1,068.0	671.5
<u>Component: 6336 Freight Planning</u>					
Work Element: 6336.09	CREATE Planning Support	Chicago	199.9		199.9
<i>Total Component</i>	6336		199.9		199.9
<u>Component: 6607 Transit Oriented Development</u>					
Work Element: 6607.01	RTAP Station Area Planning - Transit Oriented Development Studies	RTA	500.0	500.0	
<i>Total Component</i>	6607		500.0	500.0	
Category Total			2,957.4	1,905.0	1,052.4

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

	Agency	TOTAL	FTA	PL	
<u>Component: 7001 UWP Development and Monitoring</u>					
Work Element: 7001.01	UWP Development and Monitoring	CATS	319.0		319.0
<i>Total Component</i>	7001		319.0		319.0
Category Total			319.0		319.0

	TOTAL	FTA	PL
FY07 UWP Total	17,634,388	4,400,211	13,234,177

Table 3: Summary of UWP Projects and Budgets by Recipient Agency

(All figures in thousands,local match included)

	Project Title	Total	FTA	PL
CATS				
1100.01	Regional Transportation Plan	389.3	194.7	194.7
1100.08	Bicycle and Pedestrian Planning	275.5		275.5
1100.13	Financial Planning Scenarios for the RTP	30.1		30.1
1100.17	Integrating Land Use and Transportation Planning Processes (CATS)	122.7		122.7
1100.18	Regional Planning Board Support (CATS)	122.3		122.3
1100.21	Economic Development Aspects of Transportation Planning and Programming	93.7		93.7
2351.01	TIP Development and Monitoring	647.3		647.3
2351.08	CMAQ Program Development and Monitoring	363.5		363.5
2351.09	TIP Database Update	53.6		53.6
2354.03	RTP/TIP Conformity Analysis	171.9		171.9
2356.02	Coordination of STP with Local Elected Officials	169.1		169.1
3004.01	Communication and Outreach	505.5	252.8	252.8
3004.04	RTP Public Engagement	17.2	8.6	8.6
3004.05	TIP Public Information Activities	89.4		89.4
3339.20	Council of Mayors Support and Management	348.0		348.0
4318.48	Travel/Data Monitoring	284.1		284.1
4318.68	Household Travel Behavior Inventory Peer Review	10.0		10.0
4341.63	Travel Model Development and Support	614.1		614.1
5321.16	Congestion Monitoring	178.6		178.6
5325.49	Private Providers Task Force Management	103.7		103.7
5328.02	ITS Planning /Architecture	108.7		108.7
5328.03	Freight [Intermodal] Operations Analysis & Research	232.4		232.4
5328.05	Transportation Management and Operations Planning & Implementation	522.8		522.8
5363.16	Seniors and People with Disabilities & Community Mobility	98.9	45.4	53.5
5366.08	Human Services Transportation Plan	242.8		242.8
5382.15	Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects	219.6		219.6
6334.19	Highway and Transit Assistance	268.0	87.0	181.0
6335.72	Enhancement of the Regional Traffic Signal Inventory	321.5		321.5
7001.01	UWP Development and Monitoring	319.0		319.0
	CATS Total	6,923.3	588.4	6,334.8
Chicago				
1100.11	West Loop Transportation Center Phase 2	150.0		150.0
2351.02	TIP Development & Monitoring	171.5		171.5
2351.07	Preliminary Planning	500.0		500.0
4318.69	Central Area Pedestrian Counts	180.0		180.0
6335.46	Airport Rail Coordination and Plans	350.0		350.0
6336.09	CREATE Planning Support	199.9		199.9
	Chicago Total	1,551.4		1,551.4

	Project Title	Total	FTA	PL
CTA				
2351.03	Program Development-CTA	252.8	252.8	
2351.10	Data Preparation for RTP	25.0	25.0	
5325.60	Design of Schedule Analysis Tools for Short-Term Optimization	200.0	200.0	
6335.20	2007 Customer Satisfaction Survey	210.0	210.0	
6335.73	Survey of Limited English Proficiency Areas in CTA's Service Area	215.0	215.0	
	CTA Total	902.8	902.8	
DuPage County				
4341.75	DuPage County Traffic Accident Database System	150.0		150.0
	DuPage County Total	150.0		150.0
McHenry County				
4341.71	McHenry County Traffic Model	66.6		66.6
	McHenry County Total	66.6		66.6
Metra				
2351.05	Program Development-Metra	248.0	248.0	
4318.70	Origin-Destination Survey	550.0	550.0	
4341.73	Regional Model Development	94.0	94.0	
	Metra Total	892.0	892.0	
NIPC				
1100.07	NIPC Regional Transportation Plan	200.0		200.0
1100.16	2040 Framework Implementation Toolkit	325.0		325.0
1100.17	Integrating Land Use and Transportation Planning Processes (NIPC)	170.0		170.0
1100.18	Regional Planning Board Support (NIPC)	358.0		358.0
1205.02	Growth Monitoring & Land Use Inventory	535.0		535.0
1210.22	Population, Households, & Employment Forecasts	475.0		475.0
1604.01	2040 Regional Framework Plan Update	75.0		75.0
1604.03	Implementation of the 2040 Regional Framework Plan	125.0		125.0
1604.04	Integrating Land Use/Transportation Planning & Sustainability Principles	145.0		145.0
3004.03	Public Involvement and Public Information	432.7		432.7
4203.02	Geographic Information Systems	342.0		342.0
4220.01	Data Services	130.0		130.0
4341.74	Land Use Modeling	650.0		650.0
	NIPC Total	3,962.7		3,962.7

	Project Title	Total	FTA	PL
Pace				
5328.93	Rideshare Services Program	174.0	174.0	
5363.17	Pace Paratransit Coordination	450.0	450.0	
6335.21	Customer Satisfaction Index Survey and Loyalty Program	200.0	200.0	
6335.71	Arterial Rapid Transit Concept Evaluation	193.0	193.0	
	Pace Total	1,017.0	1,017.0	
Regional Council of Mayors				
3339.32	Subregional Transportation Planning, Programming and Management	1,108.6		1,108.6
4311.54	Council of Mayors Data Collection	60.0		60.0
	Regional Council of Mayors Total	1,168.6		1,168.6
RTA				
6334.98	Cook-DuPage Corridor Alternatives Analysis	250.0	250.0	
6335.70	RTAP Community Transit Improvement Plans	250.0	250.0	
6607.01	RTAP Station Area Planning - Transit Oriented Development Studies	500.0	500.0	
	RTA Total	1,000.0	1,000.0	
		Total	FTA	PL
	FY 07 UWP Total	17,634,388	4,400,211	13,234,177

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 2007. 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 2007. 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 products associated with each work element.

REGIONAL TRANSPORTATION PLANNING

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product*</u>	<u>Completion Date</u>
• 2030 RTP Update document	CATS	Plan/Program	2006 J A S O N D J J F M A M J
• 2030 RTP Update Popular Summary	CATS	Plan/Program	2006 J A S O N D J J F M A M J
• Report on Community Bicycle and Pedestrian Programs	CATS	Outside	2006 J A S O N D J J F M A M J
• Recommendation on Phase 1 Pedestrian Safety Process	CATS	Outside	2006 J A S O N D J J F M A M J
• Best Examples Booklet of Municipal Planning Projects	NIPC	Outside	2006 J A S O N D J J F M A M J
• 4 "How To" Manuals on Municipal Planning Issues	NIPC	Outside	2006 J A S O N D J J F M A M J
• Regional Employment and Housing Estimates	NIPC	In-house	on-going
• Land Use/Transportation Policy Guides	NIPC	Outside	on-going

* 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 CATS Work Program 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.

TRANSPORTATION IMPROVEMENT PROGRAM

<i>Work Element</i>	<i>Agency</i>	<i>Type of Product</i>	<i>Completion Date</i>
• Conformity documentation	CATS	Plan/Program	2006 J A S O N D J F M A M J
• FY 2007-2012 TIP	CATS	Plan/Program	2006 J A S O N D J F M A M J
• Annual CMAQ program	CATS	Plan/Program	2006 J A S O N D J F M A M J
• Updated TIP Database	CATS	In-house	2006 J A S O N D J F M A M J
• Geospatial web-based TIP application	CATS	Outside	on-going

PUBLIC INVOLVEMENT AND INFORMATION

<i>Work Element</i>	<i>Agency</i>	<i>Type of Product</i>	<i>Completion Date</i>
• CATS Citizens' Guide	CATS	Outside	2006 J A S O N D J F M A M J
• CATS Seniors and People with Disabilities brochure	CATS	Outside	2006 J A S O N D J F M A M J
• NIPC Public Involvement Plan	NIPC	Outside	on-going
• FY 2007-2012 STP Programs	CoM	Plan/Program	on-going

TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT

	<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• Forecasts to support New Starts Alternatives Analyses	4341.73	Metra	Outside	2006 J A S O N D J F M A M J 2007
• Traffic Safety Analysis Application	4341.75	DuPage	Outside	2006 J A S O N D J F M A M J 2007
• Geocoded Origin and Destination Addresses	4318.70	Metra	In-house	2006 J A S O N D J F M A M J 2007
• Digital Map of the Region update	4220.01	NIPC	Outside	2006 J A S O N D J F M A M J 2007
• Chicago Region New Starts Transit Model	4341.63	CATS	In-house	on-going

SPECIAL STUDIES

	<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• 2006 Congestion Management System Status Report	5321.16	CATS	Outside	2006 J A S O N D J F M A M J 2007
• Regional TM&O Specific Plan	5328.05	CATS	Plan/Program	2006 J A S O N D J F M A M J 2007
• Human Services Transportation Plan	5366.08	CATS	Plan/Program	2006 J A S O N D J F M A M J 2007
• Regional ITS Architecture Update	5328.02	CATS	Outside	2006 J A S O N D J F M A M J 2007
• Paratransit Coordination Final Report	5363.17	Pace	Outside	2006 J A S O N D J F M A M J 2007

SUBREGIONAL AND PROJECT SPECIFIC STUDIES

	<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• Final ART Corridor Concepts	6335.71	Pace	Outside	2006 J A S O N D J F M A M J
• Final Feeder network design ART design procedure template	6335.71	Pace	In-house	2007 J A S O N D J F M A M J
• Retention/Loyalty Program Design	6335.21	Pace	Outside	2007 J A S O N D J F M A M J
• CREATE Plans	6336.09	Chicago	Plan/Program	2007 J A S O N D J F M A M J
• Status Reports on Limited English Proficiency Areas	6335.73	CTA	Plan/Program	on-going

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

	<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• FY 2006 UWP Progress Report	7001.01	CATS	Outside	2006 J A S O N D J F M A M J
• FY 2008 Unified Work Program	7001.01	CATS	Outside	2006 J A S O N D J F M A M J

SECTION III
DETAILED WORK PROGRAM

CATEGORY 1: REGIONAL TRANSPORTATION PLANNING

Purpose: Projects in this category support the preparation and update of the long-range regional transportation plan and its components, and support, in part, the preparation of land use plans and socioeconomic data necessary to complete the transportation plan.

Description: In FY04, a three-year plan cycle led to the adoption of the 2030 RTP (*Shared Path 2030*) in October 2003. Work in this program category will support the update to the RTP which is anticipated to be approved by the CATS Policy Committee in October 2006. In FY07, staff will work with the RTP Committee to conduct the strategy and project research necessary to update the 2030 RTP. Staff will also ensure timely public involvement in the RTP update process.

Small area forecasts of population and employment are necessary to forecast trip generation. In support of the development of the socioeconomic forecasts, NIPC will continue its efforts to implement the 2040 Regional Framework Plan, especially in linking local land use decisions to regional issues of growth management, transportation and the environment.

Program Components:

- 1100 Transportation System Planning (CATS, Chicago, NIPC)
- 1205 Growth Monitoring (NIPC)
- 1210 Forecasting (NIPC)
- 1604 Comprehensive General Plan (NIPC)

Budget:

REGIONAL TRANSPORTATION PLANNING

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	194.65	194.65								
PL	3,396.92	838.92	150.00					2,408.00		
Total	3,591.57	1,033.57	150.00					2,408.00		

All figures in thousands of dollars, local match included

1100

Transportation System Planning

1100.01

Regional Transportation Plan

CATS

Budget: \$389,300 (\$194,650 FTA; \$194,650 PL)

Purpose: Complete preparation of the 2030 Regional Transportation Plan update, required to be in place by the end of 2006.

Major Tasks:

- Researching and compiling implementation status information on projects, programs and policies included in the existing 2030 RTP.
- Preparing data inputs needed for the transportation planning process.
- Performing technical analyses of networks and plan projects and documenting those efforts.
- Writing updated Regional Transportation Plan and supporting documents.
- Staffing and producing materials for the RTP Committee and subcommittees.
- Presenting and explaining products and process to Work Program and Policy Committees.
- Presenting planning material to public involvement consultants in an understandable way.
- Development of a "popular summary" of the plan which will be widely distributed.

Previous Efforts: Previous 2030 RTP; 2030 socioeconomic data prepared by NIPC; CATS transportation databases and travel demand models; Public involvement materials and products; CATS and NIPC task force and committee decisions; NIPC Common Ground policy recommendations.

Future Activities: The long range transportation plan is required to be updated every four years. The information and processes developed for this project will be used and updated for subsequent plan development cycles.

Staff Time: Person Months: 41.2

Products

Completion Schedule

2030 RTP Update document	Outside Distribution	October 2006
2030 RTP Update Popular Summary	Outside Distribution	April 2007

1100.07

NIPC Regional Transportation Plan

NIPC

Budget: \$200,000 (\$200,000 PL)

Purpose: To integrate the 2040 Framework Plan principles into the regional transportation planning process; to participate in the update of the 2030 RTP

Major Tasks:

- Participate in the next RTP cycle through membership in CATS committees and task forces.
- Continue work on the development of a comprehensive planning framework for the RTP process.
- Work with NIPC's Planning Committee and Commission as the update process moves forward.
- Work with the appropriate CATS committees and task forces to develop the process for the next plan cycle.

Previous Efforts: Updates and adoption of previous RTPs; evaluation results for the 2030 RTP; Common Ground planning process

Future Activities: Establish NIPC plans in a digital format for use in evaluating future RTPs; integration of 2040 Framework Plan principles as they become available

Staff Time: Person Months: 12

Miscellaneous Costs: \$10,000

Products

Completion Schedule

New stakeholders process	Plan/Program	June 2008
Evaluation of RTP for consistency with RFP	Outside Distribution	As Needed
Complete planning framework for RTP	Plan/Program	On-Going
Participate in RTP Process	In-house	On-Going

1100.08

Bicycle and Pedestrian Planning

CATS

Budget: \$275,500 (\$275,500 PL)

Purpose: The purpose of this project is to comply with federal planning requirements (23 CFR Part 450) and certification emphasis areas that relate to safety. This project also supports the multi-modal policies recommended in the 2030 Regional Transportation Plan.

Major Tasks:

- Hold quarterly Bicycle and Pedestrian Task Force meetings.
- Guide a consultant-developed Pedestrian Safety Initiative, including development of a pedestrian safety review procedure for the preliminary engineering process; implement a concentrated pedestrian safety enforcement, education, and engineering effort in communities; and promote and distribute pre-packaged pedestrian safety programs region-wide. This is the 2nd year of consultant funding for this task.
- Provide non-motorized planning assistance
- Host bike and pedestrian planning workshops
- Complete and begin implementing the Soles and Spokes Pedestrian and Bicycle Plan for the Chicago area. This includes completing the best practices guide, policy proposals, and compiling documents for review and adoption.
- Maintain an inventory of existing and planned bicycle facilities. This task includes consultant work funded to update subregional bikeway plans.

Previous Efforts:

- Soles and Spokes Pedestrian and Bicycle Plan for the Chicago Area;
- 2030 Regional Transportation Plan;
- Palatine-Willow Corridor Study;
- Soles and Spokes Plan data, including the Bicycle Inventory System.
- The first year of the Pedestrian Safety Initiative.

Future Activities: Bike/ped planning and technical assistance is a continuing process and will be provided in the future.

Staff Time: Person Months: 5

Consultant Fees: \$209,800

Products

Completion Schedule

Report on Community Programs	Outside Distribution	June 2007
Recommendation on Phase 1 Pedestrian Safety Process	Outside Distribution	June 2007

1100.11

West Loop Transportation Center Phase 2

Chicago

Budget: \$150,000 (\$150,000 PL)

Purpose: To complete conceptual plans for the WLTC, identify markets served and connections to the regional transportation system.

Major Tasks:

- Evaluate long-term need for each component of WLTC
- Modify conceptual plans as necessary in view of short-range and long-term resources and needs
- Develop staging plan for implementation
- Identify specific alternative markets (e.g., intercity, suburban, Central Area circulation) and estimate potential use
- Develop simulation of pedestrian flows
- Revise plans for related access routes including Central Area BRT links;
- Coordinate with planning for redevelopment of Union Station.

Previous Efforts: West Loop Transportation report (draft) prepared in 2005; Carroll Avenue conceptual plans; plans for development west of River; Consumer Survey for BRT.

Future Activities:

Staff Time: Person Months: 5

Consultant Fees: \$130,000

Products

Completion Schedule

Plans for south connection to regional rail system	In-house	December 2006
Revised Conceptual Design	In-house	August 2007
Market Analysis	In-house	August 2007
Staging Plan	In-house	August 2007

1100.13

Financial Planning Scenarios for the RTP

CATS

Budget: \$30,100 (\$30,100 PL)

Purpose: Develop the framework, methodology and data resources for scenario-based financial forecasting to accompany RTP development.

Major Tasks:

- Hire and supervise a consultant who will:
- Research and prepare a comprehensive inventory of financial arrangements that sustain and develop the region's transportation system.
- Define the framework by which region's transportation system maintenance and development is financed;
- Design and document a method for zero-based financial forecasting based on RTP scenarios under consideration.
- Document the results of these efforts and present them to committees as necessary.
- Provide the resulting information to the public involvement consultants in an understandable way.

Previous Efforts: 2020 RTP Financial Forecasting; Transportation Improvement Programming. Earlier inputs are: transportation agency financial reports and data, financial information on planned projects.

Future Activities: The information and methods developed in this project will be used in future RTP updates.

Staff Time: Person Months: 2

Products

Financial scenarios documentation

Completion Schedule

Outside Distribution

July 2007

1100.16

2040 Framework Implementation Toolkit

NIPC

Budget: \$325,000 (\$325,000 PL)

Purpose: The implementation of the 2040 Regional Framework Plan is dependent on the independent actions of the 272 municipalities and six counties in the region. If the region is to move ahead with a shared vision of 2040 then we need to give the municipalities and counties the right tools. The main purpose of this toolkit is to provide hands-on guidance to local communities about how to encourage and guide development to achieve desired 2040 Centers, Corridors, and Green Areas.

Major Tasks:

- The '07 toolkit emphases will be on corridors, ('06 was centers). The toolkit will assist local communities to identify different characteristics of corridors related to their community. The toolkit will consist of a set of tools that are highly customizable and specific that could be readily implemented by each individual community. This toolkit will help them to do long range planning and provide assistance about how to achieve their desired corridors that will play a critical role in implementing the local as well as regional visions.
- Assemble a library of information, brochures, and manuals on specific technical assistance programs and information and develop a method to make resources easily available to municipalities.
- Develop a booklet that will contain examples from around the region of exemplary projects that promote the 2040 implementation strategies.
- Planning Briefs which are short white papers on current planning issues relevant to the region's counties and municipalities

Previous Efforts: 2040 Regional Framework Plan, Building a regional Framework Series, Planning Briefs

Future Activities: Additional manuals and guidelines may be needed to help municipalities and counties bring the policies and practices included in the Framework Plan to their local decision making processes.

Staff Time: Person Months: 19

Miscellaneous Costs: \$125,000

Products

Completion Schedule

Corridors Toolkit (paper and web)	Outside Distribution	June 2007
Community Information Library	Outside Distribution	June 2007
Booklet of best examples	Outside Distribution	June 2007
Planning Briefs	Outside Distribution	June 2007

1100.17

Integrating Land Use and Transportation Planning Processes

CATS/NIPC

Budget: \$292,700 (\$292,700 PL)(CATS: \$122,700; NIPC: \$170,000)

Purpose: The Regional Planning Board is charged by the Regional Planning Act with integration of land use planning and transportation planning in northeastern Illinois. This project develops the process through which land use and transportation planning in the region will be integrated between CATS and NIPC staffs.

Major Tasks:

- Identify functional areas to employ work teams whose efforts will respond to the RPB's strategies.
- Define the procedures that will be used to integrate the functions of CATS and NIPC staffs.
- Possibly hire a consultant/facilitator to lead this effort.

Previous Efforts: 2040 Regional Framework Plan, 2030 Regional Transportation Plan, Transportation Improvement Programs

Future Activities: Continued identification and creation of efficient work teams using the resources of the combined NIPC and CATS staff.

Staff Time: Person Months: 15 (CATS: 7; NIPC: 8)

Miscellaneous Costs: \$10,000 (NIPC)

Products

Completion Schedule

Staff integration process

In-house

On-Going

1100.18

Regional Planning Board Support

CATS/NIPC

Budget: \$480,300 (\$480,300 PL)(CATS: \$122,300; NIPC: \$358,000)

Purpose: The Regional Planning Board (RPB) is charged by the Regional Planning Act with the consolidation of the functions of NIPC and CATS in order to address the development and transportation challenges in the region. This project provides support to the Board as it develops and implements strategies to accomplish the consolidation. All tasks are subject to the request and direction of the RPB.

- Major Tasks:
- Provide technical staff support to the RPB.
 - Consult and coordinate with members and staff of the RPB, NIPC and CATS on formation of the Citizens' Advisory Committee (CAC).
 - Update and maintain the RPB website.
 - Develop, update and maintain CAC sub-site.
 - Assist in preparation of agency funding plan.
 - Provide communication support to the RPB and CAC including news releases, public event planning, newsletters, reports, etc.
 - Provide orientation sessions and supporting materials for RPB and CAC members.

- Previous Efforts:
- CATS and NIPC staff provide technical and communications support to their boards and committees.
 - The RPB's Citizens' Advisory Committee (CAC) will build on existing public information and public involvement efforts.

Future Activities: Ongoing implementation of RPB strategies.

Staff Time: Person Months: 19.2 (CATS: 7.2; NIPC: 12)

Consultant Fees: \$140,000 (NIPC)

Miscellaneous Costs: \$10,000 (NIPC)

Products

Completion Schedule

Websites	Outside Distribution	On-Going
Input to funding plan	Outside Distribution	September 2006
Assist in formation of CAC	Outside Distribution	On-Going
Print materials describing RPB and CAC	Outside Distribution	On-Going

1100.21

Economic Development Aspects of Transportation Planning and Programming

CATS

Budget: \$93,670 (\$93,670 PL)

Purpose: To address the impact of economic development decisions on the transportation network.

Major Tasks:

- Identify key agencies and stakeholders and the decision making process for economic development;
- Develop an outreach program to the economic development community that informs them of the transportation planning and programming process
- Provide support for the update of the regional transportation plan relating to economic development issues;
- Provide support in the development of an annual report for the agency.

Previous Efforts:

Future Activities: Continued involvement of the economic development community in the transportation planning and programming process

Staff Time: Person Months: 6.3

Miscellaneous Costs: \$3,370

Products

Completion Schedule

Several Outreach Workshops for Economic Development Community	Outside Distribution	On-Going 2007
Reports documenting outreach efforts	Outside Distribution	As Needed 2007
Annual Report	Outside Distribution	June 2007

1205

Growth Monitoring

1205.02

Growth Monitoring & Land Use Inventory

NIPC

Budget: \$535,000 (\$535,000 PL)

Purpose: Create a snapshot of land use in northeastern Illinois based on April 2005 aerial photography, that date being the midway point between the 2000 and 2010 Censuses. This serves as base data for long-range forecasting efforts as well as a way to monitor changes in land use throughout the region by comparing with previous Inventories. The Growth Monitoring program provides critical base data for the forecast process, which is also used by both local governments and transportation agencies

Major Tasks: The following projects measure and analyze change in land use patterns. The Land Use Inventory collects existing spatial land use patterns in a GIS format. Land Cover data analyzes land use change. Employment Estimates geocodes employment activity by industry categories. Housing Estimates geocodes units by quarter sections. The NIPC Development Database tracks on-going residential, and non-residential development activity.

Previous Efforts: 1990 Land Use Inventory; 1995 Land Use Inventory; 2005 Land Use Inventory. NDD is a continuing project, started in 1987. Employment estimates have been done on a five year cycle since 1980. Housing estimates have been done nearly annually since 1975

Future Activities: Long-Range Forecast (2030, 2nd Revision Cycle); 2010 Land Use Inventory; Common Ground.NDD is an ongoing program. The 2005 Employment estimates will continue into fiscal 2007. Housing estimates will be done again in 2006

Staff Time: Person Months: 45

Consultant Fees: \$100,000

Products

Completion Schedule

NIPC Development Database	In-house	On-Going 2007
Employment Estimates	In-house	On-Going 2007
Housing Estimates	In-house	On-Going 2007
Land Use/ Land Cover	Outside Distribution	June 2008

1210

Forecasting

1210.22

Population, Households, & Employment Forecasts

NIPC

Budget: \$475,000 (\$475,000 PL)

Purpose: To prepare township, municipal, and quarter section population, household, and employment forecast allocation results for areas within and adjacent to the six counties within NIPC; to generate file of socioeconomic variables used by CATS in support of the Regional Transportation Plan; to review, revise, and develop the procedures and assumptions necessary to produce the forecasts; to support development of policy-related assumptions and Common Ground input used in preparation of the forecasts; to engage local participation and review in the forecast process utilizing Paint the Town tool; to sustain and enhance the tools needed to support the forecast process; to participate in DCEO Illinois State Population Projections Steering Committee

Major Tasks:

- Develop methodologies for modifying, as needed, forecast process to become fully integrated with transportation planning and Framework Plan update schedules.
- Update Paint the Town tools.
- Conduct forecast meetings with local officials to incorporating the Regional Framework Plan into the discussions.
- Provide technical support for data input into new demand model.
- Work with CATS, RTA, Metra and other planning partners in development of model inputs.
- Continue research into improving model input variables.
- Preparation and delivery of TGZ socioeconomic file for conformity analysis to CATS; prepare county and municipal forecasts for RTP/forecast review process.

Previous Efforts: Preparation of socio-economic forecast files supporting the transportation planning process, implementation of Paint the Town land supply forecasting tool; created a CD-ROM that provides comprehensive documentation of the forecast process

Future Activities: Develop updates to the forecasts based on the RTP and Framework Plan schedules.

Staff Time: Person Months: 23.5

Consultant Fees: \$125,000

Products

Design, develop, and enhance current forecast process for 2030 update

In-house

Completion Schedule

June 2007

1604

Comprehensive General Plan

1604.01

2040 Regional Framework Plan Update

NIPC

Budget:

\$75,000 (\$75,000 PL)

Purpose:

Initiate the process for the update to the 2040 Regional Framework Plan. This is a major step in the new coordination between NIPC and CATS under the legislative charge of the Regional Planning Board. This is a multi-year task that needs to begin early in the Regional Plan and RTP cycle. It is also very timely in light of the new federal requirement in SAFETEA-LU.

Major Tasks:

- Identify regional challenges (continuing and new).
- Review the progress of the 2040 Plan's 17 implementation strategies.
- Develop a method to tie the RTP cycle and the 2040 Plan cycle together, including public participation, work with CATS and the RPB to develop a multi-year joint scope for the RTP and the 2040 Plan.

Previous Efforts:

2040 Framework Plan, FY06 implementation related activities and tools.

Future Activities:

Update of the Regional Framework Plan

Staff Time:

Person Months: 9

Miscellaneous Costs:

\$12,000

Products

Completion Schedule

Report of findings

Outside Distribution

June 2007

Multi-year joint scope

Plan/Program

June 2007

1604.03

Implementation of the 2040 Regional Framework Plan

NIPC

Budget: \$125,000 (\$125,000 PL)

Purpose: The 2040 Regional Framework Plan sets a strong course towards achieving the 2040 vision. Over time, the goal is for vision to become aligned with the regional growth forecasts. A key to the implementation of the Plan (RFP) is outreach to the municipalities to help them understand the regional and local roles imbedded in the RFP. strategies. The end result will be local land use decisions that support regional transportation and land use investments recommended by the RFP. The major activity of this project is to take the 2040 RFP and the implementation toolkit out to the municipalities to explain these relationships and begin the alignment process.

- Major Tasks:
- Conduct a round of cluster meetings, the main audience will be public officials and municipal staffs with the focus on review and evaluation of the 17 implementation strategies, the RTP goals and objectives, and the success of local comprehensive plans.
 - Municipal outreach in support of the 2040 RFP, would include attending local municipal meetings, providing technical assistance, tying the 2040 RFP to economic efforts.
 - Tie the 2040 RFP to other regional plans and the forecast process.

Previous Efforts: Common Ground and RTP processes

Future Activities: Continue the alignment process cycling back to both the RFP/RTP updates and forecast processes.

Staff Time: Person Months: 10

Products

Completion Schedule

Interject land use analysis into forecasting process	Outside Distribution	On-Going
Technical assistance on the 2040 Framework Plan	Outside Distribution	On-Going
Community Outreach – meetings, workshop, presentations etc.	Outside Distribution	On-Going

1604.04

Integrating Land Use/Transportation Planning & Sustainability Principles

NIPC

Budget: \$145,000 (\$145,000 PL)

Purpose: Land Use and transportation are two of the more significant elements of comprehensive planning. Linking these elements with sustainability adds a more holistic approach to evaluating the relationships between them and ultimately creating stronger projects. The purpose of this project is to coordinate and integrate land use and transportation actions by implementers at all levels, both public and private. This will require working with a variety of agencies, organizations, programs and projects. At the local level, it will involve assisting local governments in making the connection between sustainability, transportation and development.

- Major Tasks:
- Develop a process that ensures that early in the process that regional transportation projects and regional land use developments are context-sensitive with natural resources, historic resources, and community values and support sustainability principles as stated in the 2040 Plan and the RTP.
 - Work with local governments to integrate sustainability development design principles into transportation and land use decision making.
 - Develop strong connectives between transportation, land use and environmental planning, specific links would include, the Jobs/Housing balance, tie to economic vitality, population and employment forecasting and greenway and trails planning

Previous Efforts: Regional Framework Plan and Regional Transportation Plan, Chicago Wilderness activities, regional greenways and water trails planning, green infrastructure and watershed plans, FPA reviews

Future Activities: Integration of land use and transportation planning and decision making is an on-going activity. New issues and challenges will emerge as the region grows and changes over time. Future activities will focus on these new topics.

Staff Time: Person Months: 14

Miscellaneous Costs: \$10,000

Products

Completion Schedule

Regional centers/corridors opportunities study	Outside Distribution	January 2007
Information papers to local communities	Outside Distribution	On-Going

CATEGORY 2: TRANSPORTATION IMPROVEMENT PROGRAM

Purpose: The projects in this program category support the development of a financially realistic multi-year transportation improvement program. The Transportation Improvement Program (TIP) is the short-term program that implements the long-range Regional Transportation Plan (RTP). The TIP lists projects for which federal money is sought and regionally significant, non-federally funded projects planned for the next five to six years.

Description: In order to develop the TIP, the implementing agencies submit their fiscally constrained programs to CATS, which compiles the necessary program documents, conducts a public review period and submits them for MPO action. CTA, Metra and the City of Chicago are funded to participate in the TIP development process. The Regional Councils of Mayors prepare their portion of the Surface Transportation Program (STP) using the Subregional Transportation Planning funds. IDOT, RTA, Pace, ISTHA and Counties also participated in the development of the TIP, but have not requested UWP funds to support those efforts.

The relationship between capital programs and air quality improvement will be closely examined and monitored; particularly in light of recent amendments to the conformity regulations. CATS will work with the implementers and the consultation team to assure that the upcoming FY07-12 TIP and RTP update are found to be in conformance with federal air quality standards. This work also supports the use of the TIP as a tool for multi-jurisdictional communication and public information. The FY07 CMAQ program will be developed and staff will issue a call for FY08 CMAQ project proposals. Public participation will be maintained in the development of the program, through the public participation process of each of the project implementers, CATS' public involvement process, and NIPC's project reviews. CTA, Metra and Pace will hold public hearings on their one and five-year programs. Forecasting available funds and monitoring the expenditure of programmed funds will both assist in the development of realistic new TIPs. TIP development will be guided by the 2030 RTP update.

Program Components:

- 2351 Development of FiveYear TIP (CATS, Chicago, CTA, Metra)
- 2354 TIP Impact Analysis (CATS)
- 2356 TIP Public Participation (CATS)

Budget:

TRANSPORTATION IMPROVEMENT PROGRAM

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	525.79				277.79		248.00			
PL	2,076.90	1,405.40	671.50							
Total	2,602.69	1,405.40	671.50		277.79		248.00			

All figures in thousands of dollars, local match included

2351

Development of Five Year TIP

2351.01

TIP Development and Monitoring

CATS

Budget:

\$647,300 (\$647,300 PL)

Purpose:

To develop and maintain the Transportation Improvement Program (TIP), and the public involvement process to promote consistent regional transportation priorities within the guidelines of federal, state and local regulations while working with the members of the transportation community and general public

Major Tasks:

- Track changes in federal rules and programs to assure that the region's TIP meets all federal requirements.
- Maintain knowledge of current federal/state program certification and planning requirements.
- Evaluate TIP process on a continuing basis and update based on current legislation.
- Monitor SIP requirements as they affect the projects eligible for inclusion in the plan and TIP.
- Continue in-house efforts to digitize current TIP projects and to spatially associate these digitized projects with various themes to develop a geographically referenced TIP.
- Summarize and evaluate program proposals to facilitate review by the Work Program Committee, regional Council of Mayors and other interested parties.
- Prepare analyses and research required to ensure continued programming of the FY 05-09 TIP.
- Develop FY 07-12 TIP.
- Prepare Policy Committee resolutions, including FTA split and designated recipient resolutions for FTA, CMAQ, STP, JARC and HPPP funded projects.
- Coordinate preparation of required federal and state documentation.
- Prepare fiscal forecasts detailing the financial resources to implement the TIP.
- Solicit modeled program proposals from regional implementers.
- Provide staff and technical support to TIP Procedures Committee.
- Develop periodic award reports and present them to the Work Program Committee, along with an evaluation of the corresponding impact on the fiscal consistency of the program.
- Develop special program evaluations as required by the Work Program Committee.
- Collect project data from implementers and primary and secondary sources.
- Expand TIP data file to include new descriptors on an ongoing basis.
- Coordinate above data file needs with TIP award graphics and reports.
- Analyze and prepare implementers' TIP change requests for presentation to the Work Program Committee and/or Policy Committee.
- Ensure TIP changes maintain the requirement of fiscal constraint.
- Revise project listings and distribute electronic copies.
- Transmit approved TIP changes to the Work Program Committee, Policy Committee, funding agencies, appropriate staff members and other interested parties.
- Present reports to the Work Program Committee of staff-implemented changes permitted under the TIP change procedures on a meeting-by-meeting basis.
- Reevaluate TIP change procedures on a continuing basis.
- Continue public involvement efforts for the FY 04-09 and FY 05-09 TIP and upcoming FY 07-12 TIP.

- Continue to develop and update public involvement materials for distribution to elected officials, public interest groups and citizens about milestones in the TIP development process.
- Conduct media events and prepare related materials consistent with the public involvement strategy.
- Hold public hearing on any TIP amendments consistent with the public involvement strategy.
- Document public involvement activities and prepare responses to public comments.
- Participate in public presentations and education events to make people aware of the TIP program and opportunities for involvement.
- Maintain TIP databases to ensure data integrity.
- Modify TIP database as needed to comply with changes to the operating environment.

Previous Efforts: Update TIP database on a continuing basis to improve project entry, Previous TIPs programs; previous file maintenance activities; public project modification, and project monitoring and reporting. meetings and outreach activities for the TIP programs; Public Involvement Plan (PIP) Inputs Program proposals from regional implementers; current and previous TIPs; fiscal forecast reports; adopted regional plans; state and federal funding agency policies and regulations, including Title VI of the Civil Rights Act and the ADA; requests from implementers; Policy Committee guidelines; public comment; PIP; CMAQ project selections committee and TIP Procedures Committee agreements; Work Program Committee direction; IDOT/FTA awards; information from project implementers; staff data collection; data requests for impact evaluations; TIP change requests from project implementers

Future Activities: Subsequent TIPs program; implementation of recommended capital projects; conformity analyses of plans and programs; continuing public involvement in programming

Staff Time: Person Months: 53

Products

Completion Schedule

FY 07 – 12 TIP	Plan/Program	October 2006
Geospatial web-based TIP application	Outside Distribution	On-Going
TIP Brochure	Outside Distribution	On-Going
2005 Obligation report	Outside Distribution	June 2006

2351.02

TIP Development & Monitoring

Chicago

Budget:

\$171,500 (\$171,500 PL)

Purpose:

Participate in the development of an annual and multi-year, fiscally constrained, air quality conformed capital improvement program for the Northeastern Illinois Region. Monitor the scheduled and actual progress of work needed to implement that program. Assure that the annual and multi-year programs of the City of Chicago further the regional goals as detailed in the long-range transportation plan thereby assisting in maintaining the region's eligibility for Federal transportation funding.

Major Tasks:

- Develop the City's projects for the annual and multi-year components of the integrated proposals and constrained TIP.
- Prepare information for input into the fiscal forecast and participate in the development of the financial plan.
- Participate in the development of a Regional CMAQ program.
- 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.
- Participate in the analysis of Transportation Control Measures.
- Monitor progress of the TIP Conformity Analysis.
- Prepare periodic reports.

Previous Efforts:

Past TIP's, Conformity Analyses, RTP, preliminary planning

Future Activities:

Future TIPs

Staff Time:

Person Months: 24

Products

Completion Schedule

Chicago's portion of the program including amendments to the current and future TIPs

Plan/Program

On-Going

2351.03

Program Development-CTA

CTA

Budget: \$252,790 (\$252,790 FTA)

Purpose: To develop a capital program consistent with regional planning requirements. That program must be fiscally constrained, contain eligible projects, and be presented in a manner allowing integration with the regional Transportation Improvement Program.

Major Tasks: Determine anticipated funding marks. Develop projects within constraints of funding type, ability to implement, coordination with other regional public infrastructure providers, etc. Package and present proposed program in format facilitating integration with regional TIP. Provide project characteristic information as required for conformity analysis.

Previous Efforts: Program Development is an ongoing annual effort. This year's activities will build on the methods and data developed in prior years.

Future Activities: Future development efforts are anticipated.

Staff Time: Person Months: 36

Products

Completion Schedule

Annual Report

In-house

June 2008

2351.05

Program Development-Metra

Metra

Budget: \$248,000 (\$248,000 FTA)

Purpose: Identify and analyze potential capital projects in terms of project benefits, funding eligibility, and environmental impacts. Produce and disseminate operating and capital program and various related documents for regional-wide public review and comment. Prepare capital program documents to be submitted to CATS (TIP) and RTA for program approval.

Major Tasks:

- Identify potential capital projects in cooperation with local communities, transportation providers, and public agencies.
- Evaluate potential capital projects by identifying project benefits, costs, and potential environmental and air quality issues and mitigation measures.
- Update data inventories on rolling stock, bridges, stations, and parking as necessary to support ongoing TIP development, and capital planning and programming activities.
- Develop and submit CMAQ project proposals; provide technical information to the CATS CMAQ Project Selection Committee as required.
- Develop and distribute preliminary program and budget documents for public review, including public hearings and county board meetings.
- Prepare and submit final program and budget documents for transmittal to RTA.
- Prepare and submit Metra's portion of TIP (including subsequent revisions) to CATS and RTA.
- Prepare budget ordinance.
- Prepare the final FY 2007 Operating Budget and Three-Year Financial Plan for FY 2007-2009.
- Prepare and analyze capital investment data as required.

Previous Efforts: Capital programs for prior years; air quality analyses and environmental documents; FY 2006 project documents; FY 2006 operating budget and 3-year final plan for FY 2006-2008.

Future Activities: Adjustment of project scopes and modification of project schedules as needed. Implementation of recommended capital improvements and rail service within the program.

Staff Time: Person Months: 24

Products

Completion Schedule

Preliminary Program & Budget	Outside Distribution	October 2006
Final Program & Budget	Outside Distribution	November 2006
TIP Submittal	Outside Distribution	December 2006
Briefing materials for public involvement	Outside Distribution	November 2006

2351.07

Preliminary Planning

Chicago

Budget: \$500,000 (\$500,000 PL)

Purpose: To enable and enhance the participation of the City of Chicago in the development of the region's long range transportation plan by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to local agencies, citizen groups, and the general public.

Major Tasks:

- Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
- Identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and, with consultants, develop implementation schedules, budgets, etc.
- Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
- Perform investigations and studies with consultants that lead to conclusions to define arterial street improvement projects, or lead to decisions to reject such improvements.
- Participate with community organizations, institutions and individuals in evaluation of traffic operations or conditions and in defining capital project scopes of work prior to preliminary engineering.
- Consult with project implementers during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
- Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
- Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- Review transportation-related legislation, regulations, policies and subregional/local plans
- Respond to written and oral requests and inquiries.
- Assist other public agencies on planning projects.

Previous Efforts: On-going activity

Future Activities: Project development for the purpose of inclusion in the RTP and TIP.

Staff Time: Person Months: 23.6

Consultant Fees: \$315,000

Products

Completion Schedule

Correspondence and internal memoranda	In-house	As Needed
Correspondence to individuals, elected and appointed officials and private and public agencies and organizations	Outside Distribution	As Needed
Plans, policies, preliminary design, project proposals	In-house	On-Going
Capital Improvement Program	Outside Distribution	June

CATS

- Budget:** \$363,500 (\$363,500 PL)
- Purpose:** To develop and maintain the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the public involvement process to promote consistent regional transportation priorities within the guidelines of federal, state and local regulations while working with the members of the transportation community and general public.
- Major Tasks:**
- Estimate FY 2005, 2006 and 2007 CMAQ funds available, including assessment of past years' unawarded CMAQ funds.
 - Evaluate CMAQ process on an ongoing basis to assure adherence to the most current federal guidance.
 - Issue call for CMAQ project proposals.
 - Assure that acceptable sponsorship is in place for each proposed project.
 - Provide staff and technical support to CMAQ Project Selection Committee.
 - Use adopted criteria to assist CMAQ Project Selection Committee to evaluate projects.
 - Modify project evaluation methodologies as directed by CMAQ Project Selection committee.
 - Analyze CMAQ project data and provide reports to the WPC, PC and other interested parties.
 - Prepare documentation of CMAQ application and evaluation processes.
 - Monitor CMAQ expenditures as reflected in IDOT award reports and FTA grant awards.
 - Prepare an annual review of project status, including recommendations for CMAQ Project Selection Committee actions to ensure adequate progress in implementing projects.
 - Develop CMAQ data for the annual obligation report
 - Continue public involvement efforts for the FY 05 and 06 CMAQ programs
 - Maintain and expand the specialized contact lists for the CMAQ program.
 - Participate in public presentations and education events to make people aware of the CMAQ program and opportunities for involvement.
 - Maintain CMAQ database to ensure data integrity
 - Modify CMAQ database as needed to comply with changes to the operating environment
- Previous Efforts:**
- Update CMAQ database on a continuing basis to improve project entry,
 - Previous CMAQ programs;
 - Previous file maintenance activities;
 - Public project modification, and project monitoring and reporting,
 - Meetings and outreach activities for the CMAQ program;
 - Public Involvement Plan (PIP)
 - Inputs: forecast reports;
 - Adopted regional plans; state and federal funding agency policies and regulations, including Title VI of the Civil Rights Act and the ADA;
 - requests from implementers;
 - Policy Committee guidelines;
 - Public comment;
 - CMAQ project selections committee and TIP Procedures Committee agreements;
 - Work Program Committee direction;
 - IDOT/FTA awards;
 - Information from project implementers;
 - Staff data collection;

- Data requests for impact evaluations;
- IP change requests from project implementers

Future Activities: Subsequent TIPs and CMAQ program; implementation of recommended capital projects; conformity analyses of plans and programs; continuing public involvement in programming

Staff Time: Person Months: 18

Products

Completion Schedule

Annual CMAQ program	Plan/Program	October 2006
Annual CMAQ monitoring report	In-house	November 2006
Annual CMAQ method review	In-house	November 2006
Annual CMAQ forms & instructions	Outside Distribution	December 2006

2351.09

TIP Database Update

CATS

Budget: \$53,600 (\$53,600 PL)

Purpose: The existing TIP database needs to be rewritten using more modern tools and technologies that are available today. This database has become very inefficient to use and requires redundant maintenance and data entry. Federal requirements mandate a TIP and a mechanism to provide monitoring and periodic reports. Updating the database will improve programming efficiency

Major Tasks:

- Develop specification for consultant services;
- Hire consultant;
- Develop detailed scope of work;
- Develop and test updates;
- Produce users manual

Previous Efforts: The current database was created about ten years ago, and has been sporadically updated since then. A document identifying needed updates and enhancements was created in 2005.

Future Activities: TIP submittal and update forms online.

Staff Time: Person Months: 1

Consultant Fees: \$40,000

Products

Completion Schedule

Updated TIP Database

In-house

June 2007

Updated Users Manual

In-house

September 2007

2351.10

Data Preparation for RTP

CTA

Budget: \$25,000 (\$25,000 FTA)

Purpose: This project is intended to provide baseline system and ridership data to CATS for the purpose of coding and calibrating the RTP transit models. The information to be provided will be used for both regionwide conformity modeling and subregional New Starts Alternatives Analysis scenarios.

Major Tasks: Consult with CATS to determine deficiencies in current model information either because of age of information or detail captured. Determine availability of data within CTA database. Extract and provide relevant information to CATS in a usable format. Provide review of model results, as necessary, to determine model ability to replicate observed patterns.

Previous Efforts: Ongoing CTA periodic data collection on system usage characteristics by mode, route, timeperiod, etc. will form the dataset that may be mined to provide relevant information. Additionally, ongoing Alternatives Analysis studies provide certain information on existing and potential system configurations that may be used to build CATS baseline and test scenarios.

Future Activities: Model results will be utilized to decide among alternative modes and alignments for New Starts extensions and additions.

Staff Time: Person Months: 3.5

Products

Completion Schedule

Data files and system information

Plan/Program

As Needed

2354.03RTP/TIP Conformity AnalysisCATS

Budget:

\$171,900 (\$171,900 PL)

Purpose:

To continue the work necessary to demonstrate conformity of the update to the 2030 RTP and the FY 2006-2011 TIP to the emission budgets being developed by IEPA; to provide assistance to IEPA in the development of emission budgets used in future SIPs and conformity analyses; to conduct analyses of individual projects or categories of projects to measure their impact on regional conformity analyses; to provide for consultation and coordination between the SIP and regional transportation planning processes as required by Sec. 51.402 of the Conformity Rule and Sec. 450.312 of the Metropolitan Planning Rule, and described in the regional Consultation SIP submitted to EPA in September 1998.

Major Tasks:

- Assist IEPA in the development of emissions budgets for State Implementation Plans.
- Conduct and document analyses as required by the consultation process.
- Provide for coordination on issues including horizon years, evaluation and choice of models and associated methods and assumptions used in the regional emissions analysis, VMT estimates, projections and tracking, emission estimates and inventories, and targets and emission budgets.
- Monitor SIP requirements as they affect the analysis required to ensure conformance of the plan and TIP.
- Coordinate all activities with the region's implementers and IEPA, USEPA, FHWA and FTA, including the consultation process at all tiers of involvement.
- Document the consultation process.
- Monitor the development of SIP guidelines promulgated by USEPA.
- Evaluate and respond to changes in the conformity legislation, regulations and guidelines.
- Provide transportation input to insure that SIP decisions are coordinated, integrated and consistent with transportation needs and capabilities.
- Assist in definition of responsibilities, cooperation and coordination requirements, results and decisions to insure transportation and air quality submittals are integrated.

Previous Efforts:

CATS travel demand model development exercises; previous conformity analyses; documentation and public comment response; conformity analysis for FY 04-09 TIP and 2030 RTP; programs and plan development process; LMOS participation; VMT estimates and emissions inventory; targets and emissions budget; TCM analysis; conformity consultation SIP

Inputs CATS modeling databases; NIPC socioeconomic data; emission calculations for SIP; inventory calculation; metropolitan planning rules; final conformity rule

Future Activities:

Staff Time:

Person Months: 12.5

Products

Consultation agreements
Conformity documentation
Analysis of non-exempt TIP changes

Completion Schedule

In-house	On-Going
Plan/Program	August 2006
Plan/Program	As Needed

2356.02Coordination of STP with Local Elected OfficialsCATS

Budget:

\$169,100 (\$169,100 PL)

Purpose:

The Community Liaison Division provides critical coordination for the development of the councils' STP programs of improvement projects to be funded through STP funds and listed within the TIP. This effort provides a critical link between local initiatives and the development of the region's Transportation Improvement Program and Regional Transportation Plan. Much of this work is managed through discussions and decisions made at the COM Executive Committee meetings and related subcommittee meetings. Coordination, training and development of tools and guidance to assist the subregional councils in managing and implementing their STP programs is included.

Major Tasks:

- Coordinate STP program development between the councils;
- Facilitate linkage between local initiatives and the development of the region's Transportation Improvement Program and RTP.
- Assist the councils with their TIP change submittals;
- Compile, review for realistic timing, fiscal constraint, and coordinate the eleven councils' TIP changes for WPC action, including assuring overall fiscal constraints;
- Provide technical assistance for changes to TIP procedures and policies resulting from issuance of final conformity, planning and management systems regulations, funding legislation and SAFETEA-LU;
- Analyze issues related to amendments to the conformity regulations that affect programming requirements for local officials.
- Evaluate all incoming STP Advanced Funding requests for eligibility, proper process and fiscal impacts on other councils;
- Update, as needed, sample advance funding request letter and resolutions;
- Prepare draft AF policy statement as needed.
- Conduct detailed review of local STP project progress on semi annual basis;
- Work with the councils and IDOT to help ensure projects proceed on schedule;
- Work with the Councils, the Exec Committee and IDOT to implement improvements to the STP process in order to enhance the timeliness and efficiency of project implementation;
- Assist sub regional councils with revisions to project ranking and selection methodologies;
- Review 11 Council STP methodologies (compare and contrast); develop comparison summary matrix;
- Participate in the local Council 'STP Methodology reviews' (required locally), as requested;
- Develop Best Practices document on methodologies;
- Host a training or group discussion of practices for better cross fertilization.
- STP Tools and Training: Update STP guidance memos;
- Develop STP binder (resource);
- Train newly hired PLs. Annual Updates of Resources - STP Funding and Policy Parameters matrix;
- Update STP language in Information Directory;
- Make adjustments as needed to the STP process as required by new State policies regarding the use of all STP funds in the year they are made available and the need to track and coordinate expenditures by State fiscal years (as well as

federal fiscal year).

- Project one and five year STP funding levels by individual regional councils;
- Summarize STP expenditure information by sub-regional council;
- Update the councils annual programming marks as needed;
- Work with IDOT to estimate level of State appropriations needed for the upcoming year.
- Work with IDOT to ensure cooperative management of the SFY 2007 statewide line item appropriation for the locals' STP program,
- Work with IML in encouraging cooperative dialog with IDOT on the program;
- Conduct research and related staff work for the City/Suburban STP negotiations.
- Staff the Council of Mayors STP Distribution and STP Policy Subcommittees;
- Prepare STP exhibits/handouts for annual IML Conference;
- Respond to the general public on issues related to the programming of local projects..

Previous Efforts: Status reports on FAU, STP and Enhancement programs; 1 and 5 year funding level estimates; analyses of advanced funding requests; development of STP binders for PLs, STP accomplishment Task Force Findings and STP Scope & Field Review Form; various STP project monitoring and facilitation tools and guidance

Future Activities: Analyses of STP program; continued work on national transportation legislation.

Staff Time: Person Months: 13

Products

Completion Schedule

Multi -Year STP Program and revisions	Plan/Program	On-Going
STP Federal Funding 'marks' tables	Outside Distribution	As Needed
Year end STP accomplishment reports	Outside Distribution	October 2007
Tools and Guidance documents	Outside Distribution	As Needed

CATEGORY 3: PUBLIC INVOLVEMENT AND INFORMATION

Purpose: The projects in this program category seek to 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. This category includes support for the Council of Mayors, an important link between regional transportation planning agencies and the general public.

Description: CATS will continue implementation of the public involvement/information activities described in its Public Involvement Plan. Continuing initiatives include: outreach meetings held throughout the metropolitan area; maintenance of the CATS contact list and the meeting information hotline; hosting the annual Open House, the pre-construction Spring Press Conference and the children’s transportation poster contest; supporting the Public Involvement Task Force; and responding to information requests from the public, special interest groups, the media and public officials.

Public involvement efforts for the RTP update, which began in FY06, will continue in FY07 by engaging a diverse sample of residents from across the region in helping elected and appointed policy makers identify the transportation concerns, goals and strategies that the RTP should address. This will be done through regional workshops as well as on-line surveys.

By providing outreach opportunities and information to the residents of the region, NIPC’s engagement process will involve communication between local governments (mayors, managers, planners) and the region’s transportation and land use planning agencies. It will facilitate local input into the region’s land use and transportation planning processes and engage the public into the regional planning dialogue. It will also provide additional outreach to “under represented” and “protected” populations.

Suburban mayors, as the representatives of over 5 million people, are vital to the success of two-way communication between regional agencies and the general public. While the subregional planning program and the support provided to the Council of Mayors by the CATS staff respond to issues across the entire spectrum of transportation planning, the central theme of all these efforts is to obtain the input of citizens through their elected public officials and to communicate the focus and scope of regional activities back to citizens through their municipal governments. Thus, the Subregional Planning Program is included in this category rather than under Subregional Studies.

Program Components: 3004 Public Involvement and Information (CATS, NIPC)
3339 Regional Council of Mayors (CATS, CoM)

Budget:

PUBLIC INVOLVEMENT AND INFORMATION

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	261.35	261.35								
PL	2,240.06	698.75		1,108.61				432.70		
Total	2,501.41	960.10		1,108.61				432.70		

All figures in thousands of dollars, local match included

3004

Public Involvement and Information

3004.01

Communication and Outreach

CATS

Budget: \$505,500 (\$252,750 PL; \$252,750 FTA)

Purpose: To inform the public of the functions, activities and programs of CATS; to provide data and information upon request; and to develop and implement procedures for the significant involvement of the general public, local officials and special interest groups in MPO planning and programming activities.

Major Tasks:

- Develop media releases and advisories for appropriate reports and activities;
- Respond to information requests from public officials, special interest groups, the general public and media (agency-wide task);
- Maintain agency master contact list and support its sub-lists;
- Catalogue and maintain all CATS publications;
- Catalogue and maintain all CATS visual aids, e.g. maps and slides;
- Maintain the CATS information hotline;
- Implement public information and public involvement activities from the CATS Public Involvement Plan;
- Provide staff and technical support to the Public Involvement Task Force;
- Maintain the MPO's website;
- Continue the "Partners in Progress" outreach and education effort.;
- Develop popular summaries for major MPO products;
- Present information to CATS committees and task forces as needed.
- Produce the following documents: new Citizens' Guide, Seniors and People with Disabilities brochure, Public Involvement brochure, Public Participation Plan.
- Develop an advertising/public relations program which may include media buys and public service announcements.

Previous Efforts: Previous work includes production and dissemination of newsletters, reports, media releases, information bulletins and other informational materials; mailing list maintenance; CATS Public Involvement Plan; creation of CATS website; update of CATS brochures; creation of the Partners in Progress outreach initiative; previous RTP public involvement efforts; creation and implementation of the annual region-wide transportation contest for grades K-6; update and redesign of major agency publications.

Inputs: CATS Public Involvement Plan; Direct input from the Public Involvement Task Force; Guidelines and directives from the Work Program Committee and the Policy Committee; Materials from other MPOs, certification review by the FHWA

Future Activities:

Staff Time: Person Months: 63

Products

CATS Citizens' Guide

CATS Seniors and People with Disabilities brochure

CATS Public Involvement brochure

Completion Schedule

Outside Distribution January 2007

Outside Distribution January 2007

Outside Distribution June 2007

3004.03

Public Involvement and Public Information

NIPC

Budget: \$432,698 (\$432,698 PL)

Purpose: To inform and involve the public of the various activities and progress of NIPC land-use planning as related to transportation. To provide data and information upon request. Provide ongoing public involvement support for NIPC activities. Provide ongoing regular contact with and assistance to local officials and other stakeholder organizations

- Major Tasks:
- Develop media releases and advisories for appropriate reports and activities.
 - Prepare NIPC Annual Report.
 - Prepare Bi-monthly newsletters.
 - Respond to information requests from the general public, special interest groups, the media, and public officials.
 - Maintain agency master contact list and support its sublists.
 - Create, proof, catalogue, and maintaining NIPC publications related to land-use planning for transportation.
 - Maintain and improve relevant areas of the NIPC website.
 - Coordinate press activities (news release, press conference, media advisories, print and on-line advertisements, etc.) related to the 2040 framework plan.
 - As resources permit, provide support to conduct meetings, workshops for implementation of the 2040 Framework Plan and the update of the 2030 Forecasts.
 - Work with all NIPC departments in developing a strategy to disseminate data more broadly with an emphasis on improving involvement in NIPC outreach opportunities.
 - Provide in the field liaison support for the Framework Plan and NIPC functional plans and programs
 - Reintroduce local service officers (LSO) in the field to support local officials and other stakeholder groups in their local planning activities.

Previous Efforts: • Public information and participation is an ongoing activity. Common Ground and the creation of the Regional Framework Plan involved many innovative techniques for public involvement, from creating a regional network of trained facilitators to utilizing technologies such as keypad polling and interactive GIS software.

Future Activities: Provide information on NIPC activities on an ongoing activity. Special emphasis will be on the implementation activities associated with the framework plan. NIPC will provide public involvement in support of technical activities to the extent that funding is available

Staff Time: Person Months: 22.5

Products

NIPC Public Involvement Plan

Completion Schedule

Outside Distribution

On-Going

3004.04

RTP Public Engagement

CATS

Budget: \$17,200 (\$8,600 PL; \$8,600 FTA)

Purpose: Engage a diverse sample of the public throughout the region to identify priorities and trends which the long-range plan should address, through in-person, electronic and postal formats. Report back and verify for the public that the general sense of their collective concerns was captured and understood; provide raw data and summary reports to CATS planning staff in written and electronic formats.

Major Tasks: Hire and supervise a consultant who will:

- Design and implement workshop/charette meetings
- Produce reports containing results of each session
- Create and analyze the results of an online taxpayer preference survey
- Compile data from surveys and meetings that can be aggregated and disaggregated by Planning staff.
- Compile information on regional and local priorities to be provided to the RTP Committee.

Previous Efforts: Connecting Communities summits, mini-summits and reports (a compendium of all data was provided to CATS); Analysis of public comment from previous CATS and IDOT hearings; Public involvement consulting; Web design to facilitate public access to information.

Inputs: Shared Path 2030 (2001-2003), Common Ground

Future Activities: Provides a foundation for future outreach, including a model that can be used in subsequent years and a multi-layered data set for comparison in future years

Staff Time: Person Months: 1

Products

RTP Engagement Documentation

Completion Schedule

Outside Distribution

July 2007

3004.05

TIP Public Information Activities

CATS

Budget: \$89,400 (\$89,400 PL)

Purpose: Update/modernize the TIPIMS (Internet Mapping System) internet application to help improve access to TIP data base information and simplify searching of the TIP data base for specific transportation projects. Update the TIP public brochure for the FY07-12 TIP. This project supports the MPO responsibilities of TIP development, long range plan and public involvement.

Major Tasks: The focus of this work will be to update and rewrite the existing TIP ArcIMS application to a more modern Internet architecture. Updating the application will allow it to become more scalable, and improve the reliability/stability of a the application. The updated application will allow CATS to incorporate features suggested by a test group of member agencies. Faster and better access to the TIP projects will allow improved public involvement in the future. The TIP public brochure will also be updated for the FY07-12 TIP.

Previous Efforts: TIPIMS version 1, Regional Highway Atlas, FY 2005-09 TIP brochure.

Future Activities: This project will provide base for future Transportation Internet applications.

Staff Time: Person Months: 4

Consultant Fees: \$35,000

Products

Completion Schedule

Summary of existing evaluation methods	In-house	March 2007
Methods to evaluate completed projects and sample of projects to study	In-house	May 2007
Final report and recommendations	Outside Distribution	May 2007
TIP brochure	Outside Distribution	On-Going

3339.20Council of Mayors Support and ManagementCATS

Budget:

\$348,000 (\$348,000 PL)

Purpose:

The Community Liaison Division provides critical coordination between local governments and the region's transportation agencies. This effort also provides support to local jurisdictions to understand and respond to new legislation and rule makings.

Much of the Community Liaison Division's work supporting local governments involvement with regional transportation planning is formalized through quarterly CATS Council of Mayors Executive Committee meetings and multiple subcommittee meetings. This project also manages the Council of Mayor's Subregional Planning Program and facilitates the Councils in their fulfillment of the required scope of services.

Major Tasks:

- Participate in regional council, conference, association and their transportation committee meetings.
- Assure exchange of information among local elected officials, the regional councils, other agencies and the Work Program and Policy committees.
- Prepare CoM exhibit and participate in annual IML conference.
- Provide staff and technical support to the Council of Mayors Executive Committee.
- Provide support to mayors representing the CoM on various MPO committees, TFs and WGs.
- Facilitate understanding by local officials of regulations and implications of the new surface transportation Act.
- Publish and distribute monthly Council of Mayor's calendar.
- Facilitate the region's involvement in the FRA's re-analysis of NE IL Crossing Safety in the hopes of making the current temporary exemption from the Swift Rail Act's 2005 regulations - a permanent exemption.
- Facilitate , at IDOT request, the proper submittal of municipal ADTs at RR Crossings for updates to IDOT database.
- Hire and supervise interns contracted by Council of Mayors for data collection activities.
- Prepare and monitor contracts, administer vouchers and related forms, as well as related record keeping.
- Administer the PL program regarding:
 - The development of council's STP program;
 - The expanding role of the Council of Mayors within the new Regional Planning Board framework;
 - Activities related to the 2030 Regional Transportation Plan Update;
 - Efforts related to data collection and exchange;
 - The communication between staff, councils and agencies related to transportation issues affecting the implementation of and compliance with SAFETEA-LU and the CAA. and the Councils' Public Involvement Efforts.

Hire a consultant to conduct historical research on MPO and sub regional planning and programming activities and processes

Previous Efforts:

Requests by the Council of Mayors; previous subregional policy initiatives and other Executive Committee and subcommittee decisions; and Swift Rail analysis and development of comments and testimony of CATS member agencies and the

Council of Mayors on interim rules; maintained CoM directories & municipal directory; developed reports on ISTEAs, TEA-21; Swift Rail regs, coordinated presentations on 2030 RTP and various MPO subcommittees and task forces to the councils and Executive Committee; provided research, maps and various analyses related to the effects of the implementation of the Swift Rail Development Act in northeastern Illinois; distribution of sub regional planning funds to councils; assisted CoM project sponsor in development of specifications and other aspects of procurements for CMAQ Bike rack and locker

Future Activities:

Staff Time: Person Months: 32

Consultant Fees: \$25,000

Miscellaneous Costs:

Products

Completion Schedule

Updates to Municipal Directory	Outside Distribution	On-Going
Sub-regional PL contracts & SOS	In-house	May 2007
COM E.C. & Subcommittee agendas & correspondence	Outside Distribution	As Needed
Position analyses		As Needed

3339.32

Subregional Transportation Planning, Programming and Management

Regional Council of Mayors

Budget: \$1,108,612 (\$1,108,612 PL)

Council Budgets:

\$80,494 P/ 12 (North Central)

\$78,988 P/ 12 (Central)

\$80,789 P/ 12 (North Shore)

\$89,319 P/ 12 (Northwest)

\$130,804 P/ 24 (South Suburban)

\$81,572 P/ 12 (Southwest)

\$129,000 P/ 24 (Will)

\$139,957 P/ 24 (DuPage)

\$130,308 P/ 24 (Kane/Kendall)

\$88,174 P/ 12 (Lake)

\$79,207 P/ 12 (McHenry)

Purpose: To provide for strategic participation by local officials in the region's transportation planning process as required by TEA-21/SAFETEA-LU, the CAAA and future legislation

Major Tasks: To fulfill the Scope of Services per each fiscal year

Previous Efforts: Committee reports: STP programs; Transit service proposals; Highway inventory; STP Evaluation Methodology; Corridor Development Strategy; Transit Improvement Program; Development / administration of Council of Mayors annual element and multi-year programs; General liaison activities; Continued staff/technical assistance; Continued monitoring/analysis evaluation of local/state/regional programs; Continued monitoring/analysis/evaluation of Federal legislation, CAAA, ADA.

Future Activities: More technical assistance due to future legislation and regulatory amendments for the 1990 CAAA requirements; more emphasis on TCM projects; continue liaison technical and staff assistance; work on providing essential information on the SAFETEA-LU transportation bill

Staff Time: Person Months: 180

Additional Information: Local Councils funded an additional \$109,540 to this project (DuPage, South, Will and Kane/Kendall were funded with an additional \$27,385 each). This increased the total project budget to \$1,218,152.

Products

Completion Schedule

FY 07-12 STP Programs

Plan/Program

On-Going

CATEGORY 4: TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT

Purpose: The projects in this program category are intended to develop and maintain transportation planning models, and collect, display and disseminate transportation data. These projects provide the technical tools and basic data for the region's transportation planning and implementation efforts.

Description: Planning and development decisions rely upon current, accurate data and reliable forecasts of future conditions. Information on transportation system characteristics and individual traveler behavior contributes to the implementation of local and regional plans and programs, as well as to sound private development.

The preparation of all transportation plans and programs throughout the UWP depends on the data, maps and computer systems created and maintained in this category. Data collection required for a specific study is supported by that study; the Transportation Planning Data/Model Development category provides information and tools that can be used in different projects. Areas receiving emphasis in FY07 will be: general travel model development and improvement; pedestrian counts in the Chicago Central Area; transit ridership counts and surveys; development of a traffic crash analysis system for DuPage County; and GIS information gathering and sharing.

Program Components:

- 4203 Geographic Reference Files (NIPC)
- 4220 Socioeconomic Data Preparation (NIPC)
- 4311 Facilities Monitoring (CoM)
- 4318 Transportation Information (CATS, Chicago, Metra)
- 4341 Transportation Planning Procedures (CATS, Counties, Metra, NIPC)

Budget:

TRANSPORTATION PLANNING DATA/MODELS

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	644.00						644.00			
PL	2,486.79	908.20	180.00	60.00		216.59		1,122.00		
Total	3,130.79	908.20	180.00	60.00		216.59	644.00	1,122.00		

All figures in thousands of dollars, local match included

4203.02Geographic Information SystemsNIPC

Budget:

\$342,000 (\$342,000 PL)

Purpose:

NIPC produced several geographic reference files in the 1990's (many of which were included on NIPC's 1999 Digital Map of the Region CD-ROM) which are in serious need of updating. Updated spatial data are necessary for analytical as well as reference purposes, and would be an important contribution to our next release of the Digital Map of the Region, slated to occur in FY06. Files in need of updating include: Municipal Boundaries, Major Roads, and Commuter Rail (Metra and CTA). Metadata would be produced for all updated files.

This proposal also covers the activities of RFG GIS staff in assisting NIPC I.T. department in the creation of a region-wide geodatabase using NIPC data as well as other GIS data layers produced by other agencies which are commonly used by NIPC GIS staff. Additionally, conference attendance at the ESRI International User Conference and the Fall '06 Illinois GIS Association Conference are included.

NIPC shall provide metadata services to NIPC staff and outreach.

Major Tasks:

- Acquire data from partner agencies that will assist in the production of Municipal, Road, and Rail GIS data.
- Produce updated Municipal Boundary, Major Road, and Commuter Rail GIS layers.
- Write documentation (metadata) for layers.
- Incorporate new and existing GIS data into NIPC geodatabase.
- Attend ESRI User Conference
- Attend Illinois GIS Association Conference
- Support the Chicago Region Clearinghouse Cooperative, one of only two Clearinghouses in Illinois. The Clearinghouse is an Internet search engine, much like Google, but is tailored to searching and retrieving GIS metadata. It serves metadata from any agency, company, or government across the Internet.
- Ongoing training of NIPC staff to correctly apply the FGDC metadata standard to their own datasets.
- GIS-Metadata educational outreach to local governments and COGs
- Writing services for internal NIPC databases
- GIS Metadata Outreach: Advertise contract metadata writing services.
- Training: Hold one metadata training workshop for internal and external data users

Previous Efforts:

2006 Digital Orthophotography; NIPC Digital Map of the Region (Release #1, 1999); NIPC's Major Roads and Metra coverages. NIPC has on staff one of the few GIS Analysts in the country that is trained and experienced in the writing of metadata that conforms to the Federal Government's Content Standard for Digital Geospatial Metadata (CSDGM). NIPC's metadata 'specialist' currently has contracts with several agencies to provide metadata writing services including Patrick Engineering, Merrick and Company, Cook County Department of Office Technology, Cook County Highway Department, The MacArthur Foundation, and the INHS. NIPC is well respected in the six-county region for its educational outreach in the form of one-day, off-site, 'Getting to Know Metadata' classes.

Future Activities:

Data will be included on new Digital Map of the Region CD-ROM, but will also be

available upon request to all interested parties. This an ongoing project. Digital Map of the Region CD-ROM (Version 2); 2005 Land Use Inventory; Forecasting & Growth Monitoring. Metadata reports as needed to meet requirements

Staff Time: Person Months: 28

Products

Completion Schedule

Municipal boundary, Major roads, major rail, parcel data	Outside Distribution	On-Going
Open data exchange portal	Outside Distribution	On-Going
Metadata	In-house	On-Going

4220

Socioeconomic Data Preparation

4220.01

Data Services

NIPC

Budget: \$130,000 (\$130,000 PL)

Purpose: To compile and disseminate information concerning changes in the region's population, households, employment, land use, and economic base

Major Tasks:

- Continually update the Research and Forecasting Group web pages on the main NIPC web site.
- Respond to requests for data assistance and public speaking from local governments, transportation agencies, and the data user network in support of transportation projects and planning/programming activities.
- Maintain basic data files and map outputs covering information most requested internally by staff and externally by the data user community.
- Provide updated small area demographic inputs to the NIPC forecast program.
- Promote and disseminate information about the annual American Community Survey (ACS) that the Census Bureau is using to replace the Decennial Census long-form questionnaire traditionally used in transportation planning.
- Complete Digital Map of the region update.

Previous Efforts: Data assistance is a continuing function that is part of NIPC's 1957 enabling act and its 1987 mission statement; NIPC has been designated as a core agency of the Illinois State Data Center and is the regional leader in extracting and disseminating demographic data to local governments and agencies for planning and grant application purposes; establishment of the NIPC web site in FY 1997

Future Activities: Continuation of data maintenance and dissemination activities.

Staff Time: Person Months: 14

Products

Completion Schedule

Digital Map of the Region update	Outside Distribution	June 2007
Website maintenance and enhancements	Outside Distribution	On-Going
Data files	In-house	On-Going

4311

Facilities Monitoring

4311.54

Council of Mayors Data Collection

Regional Council of Mayors

Budget: \$60,000 (\$60,000 PL)

Purpose: Project addresses regional transportation planning efforts that roll into major MPO products and include data collection, analysis, and development. The field collection of Highway Performance Monitoring System (HPMS) data is necessary to comply with federal transportation legislation and is an input to the Illinois Roadway Information System (IRIS).

Major Tasks:

- Perform field work to collect Highway Performance Monitoring System (HPMS) data, traffic counts, pavement condition ratings (CRS), intersection and railroad crossing traffic counts, bicycle and pedestrian counts and level of service surveys.
- Perform management and administrative functions, and coordination with IDOT, municipalities and their consultants, etc

Previous Efforts: This annually funded project has resulted in consistent yearly updates on pertinent data components for transportation planning in the region. Individual councils have used CRS data for project analysis of their STP programs.

Future Activities: The products resulting from this project will continue to provide federally required data, relevant components to state information systems and the CRS data will continue to provide data for local STP Programs.

Staff Time: Person Months: 15

Products

Completion Schedule

HPMS general data items	Outside Distribution	September 2007
Pavement Condition Ratings (CRS)	Outside Distribution	September 2007
Intersection & RR Crossing Traffic Counts	Outside Distribution	September 2007
Bicycle/Pedestrian counts, level of service surveys	Outside Distribution	September 2007

4318

Transportation Information

4318.48

Travel/Data Monitoring

CATS

Budget:

\$284,100 (\$284,100 PL)

Purpose:

The Information Services Division gathers and analyzes data from both internal and external sources to generate information for use in the support of Major MPO products. The division maintains an extensive collection of travel related studies and reports, including records of all CATS current and past data collection efforts. These include origin/destination, VMT, vehicle occupancy, travel time, HPMS and other specialized studies. Trend data, provided by the service boards, the city of Chicago, IDOT, Illinois Secretary of State, the Bureau of Census and various other agencies is also maintained. Numerous CATS reports and projects are supported by the information provided by the division.

Major Tasks:

This year, major tasks include Household Travel Survey support for previous efforts, Chicago HPMS update, integration of CATS library data, publication of T-Facts and working papers, surveys as needed, publication of a survey archives and documentation of CATS survey and questionnaire development. Ongoing tasks include maintaining divisional information files that have been organized and cataloged for efficient retrieval of data, acquisition of new and updated data, publish time series data comparisons from 1990 and 2000 censuses, updating important past issues of T-Facts, provide information to requesting groups and individuals. The division will also prepare summaries of information for both agency and public consumption. Lead product development efforts and coordinate with task forces and committees and CATS staff. Review and coordinate efforts with Work Program and Policy committees

Previous Efforts:

Creation of three volume survey archives, documentation of questionnaire development and survey methodology based on CATS survey experience, Highway Performance Monitoring System update for Chicago sections, maintenance of Division 5 Files data base and CATS Library data base. Developed Transportation Opinion Survey, Student Travel Survey and Planning Liaison Survey.

Transportation Facts:

Final Draft - Review of CATS publications

Final Draft - Trends in the Chicago Metropolitan Area

Final Draft - Vehicle Registration

Final Draft - Urban Area Boundaries

Draft - The Northeastern Illinois/Northwest Indiana Rail Freight System

Future Activities:

Staff Time:

Person Months: 17.5

Products

Quarterly T-Facts Reports

GIS and Data Base files

Working Papers

Surveys

Completion Schedule

Outside Distribution June 2007

In-house On-Going

Outside Distribution June 2007

In-house On-Going

4318.68

Household Travel Behavior Inventory Peer Review

CATS

Budget: \$10,000 (\$10,000 PL)

Purpose: This project is intended to provide professional-level peer review of the design of the Metropolitan Household-based Activity and Travel Behavior Inventory, which will serve as northeastern Illinois' main source of regional travel information for transportation modeling and planning work for the next decade.

Major Tasks: Plan, prepare materials for and host peer review; provide stipends and travel reimbursement for review participants. Obtain written assessments of survey instrument.

Previous Efforts: Concurrent development of the Metropolitan Household-based Activity and Travel Behavior Inventory survey instrument

Future Activities:

Staff Time: Person Months: None

Miscellaneous Costs: \$10,000

Products

Completion Schedule

Peer review summary

Outside Distribution

2007

4318.69

Central Area Pedestrian Counts

Chicago

Budget: \$180,000 (\$180,000 PL)

Purpose: To obtain pedestrian counts for selected blocks in the downtown, including the CBD. The last pedestrian counts were taken in 1999, and new counts are required to reflect changes in land use and pedestrian activity.

Major Tasks:

- Identify areas of downtown growth since the last pedestrian counts.
- Determine pedestrian count locations on-street and in the pedway.
- Perform all-day pedestrian counts and in certain cases, evening and weekend counts.
- Determine locations and times to conduct pedestrian interviews based on sampling system used in previous studies.
- Conduct pedestrian interviews.
- Compile and analyze data.
- Prepare summary report.

Previous Efforts: CBD Pedestrian Survey and Interview Study (1989); Pedestrian Traffic in Greater Chicago Downtown Area (1999)

Future Activities:

Staff Time: Person Months: 8

Consultant Fees: \$160,000

Products

Completion Schedule

Draft report	In-house	October 2007
Final report	Outside Distribution	January 2008

4318.70

Origin-Destination Survey

Metra

Budget: \$550,000 (\$550,000 FTA)

Purpose: Update the existing (2002) data on:
Metra riders' modes of access to and egress from all 239 Metra non-downtown year-round stations, and locations of Metra riders' homes ('productions') and non-home destinations ('attractions'), concurrently with Metra 'Station/Train Boarding and Alighting Counts' data-collection project (previously funded). We anticipate data collection for both projects to occur in the Fall of 2006.

Major Tasks:

- Design survey instrument.
- Distribute survey to all Metra riders on all trains between start-of service and noon.
- Tabulate survey data.
- Geocode origin and destination addresses.
- Update 2002 survey's methodology report..

Previous Efforts: This will be a second time-point to extend the data collected in Metra's 2002 Origin-Destination Survey.

Future Activities: [See Project Description, above.]

Staff Time: Person Months: 8

Consultant Fees: \$550,000

Products

Completion Schedule

Cross-tabulations	In-house	January 2007
Table of Modes of Station Access	In-house	February 2007
Geocoded Origin and Destination Addresses	In-house	April 2007
Methodology report	In-house	June 2007

4341

Transportation Planning Procedures

4341.63

Travel Model Development and Support

CATS

Budget: \$614,100 (\$614,100 PL)

Purpose: Ensuring that CATS' regional travel models and forecasting tools are current in terms of state-of-practice, responsiveness, underlying data, and usefulness for various analytical needs.

Major Tasks:

- Reviewing technical articles for information on emerging trends in transportation modeling practices, identifying potential improvements to CATS current processes;
- Improving data input quality;
- Improving consistency between observed travel behavior and modeled travel behavior (validation exercises);
- Continued development on a specialized model for use in the region's New Starts analyses;
- Hosting a peer review for the Household Travel Inventory

Previous Efforts: Previous model improvement work was the basis for preparing a strategic model improvement work program
Inputs include CATS modeling procedures and code; 2000 Census datasets; System use data provided by providers and operators.

Future Activities: Updates to the travel modeling procedures and data are a continuous process.

Staff Time: Person Months: 57.5

Products

Completion Schedule

Regional Travel Demand Model	In-house	On-Going
Chicago Region New Starts Transit Model	In-house	On-Going
Household Travel Inventory	In-house	December 2007

4341.71

McHenry County Traffic Model

Counties

Budget: \$66,588 (\$66,588 PL)

Purpose: This project was recommended in the McHenry County 2020 Unified Plan and is included in the McHenry County 5 Year Highway Improvement Program. McHenry County will develop a four-step network equilibrium-based traffic model. This effort will enable the evaluation of future traffic conditions on local arterials and intersections.

Major Tasks: This project will create County-wide models to better account for McHenry County local traffic issues consistent with the Chicago Area Transportation Study model assumptions. County staff will be given appropriate training to update assumptions and network information to produce separate model outputs as needed to evaluate major development impacts on future roadway conditions.

Previous Efforts: The McHenry County Division of Transportation has distributed a request for qualifications and is currently reviewing the submittals. Consultant selection has been schedule for February 16, 2006.

Future Activities: This project will enable staff to provide greater detail regarding traffic patterns and impacts to assist local and elected officials in planning. The McHenry County 2030 plan is budgeted for 2008. This model project will enable staff to coordinate with CATS on basic assumptions and then develop and test scenarios in-house for the 2030 plan.

Staff Time: Person Months: None

Consultant Fees: \$66,588

Products

Completion Schedule

County Demand Model(s)

Plan/Program

December 2006

Staff Training

In-house

July 2008

4341.73

Regional Model Development

Metra

Budget: \$94,000 (\$94,000 FTA)

Purpose: Provide necessary support to the CATS modeling process, with emphasis on evaluation of potential New Start projects.

Major Tasks: One Metra staff person--a travel forecasting specialist--assists CATS staff in development and use of the regional travel forecasting models for the Regional Transportation Plan (RTP) and for FTA New Starts forecasts.

Previous Efforts:

Future Activities: Methodologies will be applied to subsequent major investment proposals for analysis.

Staff Time: Person Months: 12

Products

Completion Schedule

Improved regional travel forecast models	Plan/Program	June 2007
Forecasts to support New Starts Alternatives Analyses	Outside Distribution	October 2006

4341.74

Land Use Modeling

NIPC

Budget: \$650,000 (\$650,000 PL)

Purpose: To develop a transitional tool for use in preparing the socio-economic forecasting inputs to the 2010 RTP planning cycle. To design, develop, install, calibrate and test a new regional land use model reflecting the priorities and needs of regional decision makers that serve the planning needs of the region into the future. These tools will model relationships and impacts between transportation policy decisions (RTP) and land use development plans (Regional Framework Plan).

Major Tasks:

- Develop a tool to provide the socio-economic forecasts for the 2010 RTP cycle that builds upon the modeling work conducted for the Regional Framework Plan.
- Investigate and identify the data needs of installing a new land use model.
- Develop and begin a multi-year work plan for a new land use model.
- Assess the impact on the transportation model that may result from a new land use model.

Previous Efforts: DRAM/EMPAL, LEAM, UIC Model

Future Activities: Updating the 2006 forecast files for use in the 2010 cycle. Implementing the land use model work program

Staff Time: Person Months: 20

Consultant Fees: \$250,000

Miscellaneous Costs: \$50,000

Products

Completion Schedule

Allocation tool for use in RTP 2010 cycle

In-house

On-Going

Land use model development plan

Outside Distribution

June 2007

4341.75

DuPage County Traffic Accident Database System

Counties

Budget:

\$150,000 (\$150,000 PL)

Purpose:

This project is an extension of the work DuPage County has been doing for more than 2 decades and is a complement to the work performed by IDOT. The project's focus is to implement a county-wide traffic accident analysis system that accomplishes 4 things: 1) Integrates data based on the Illinois Traffic Crash Report from a variety of sources including DuPage Emergency Telephone Service Board (ETSB) mobile crash data, existing DuPage County main frame data, DuPage County web-based crash data, and municipal records; 2) Affords all users a web-based system that provides them the ability to query and analyze the unified data for single intersections, corridors or community statistics; 3) Links all records to positional information for the purpose of mapping crashes and relating crashes to a variety of other information sources through a geographic information system; and 4) Provides a data structure that will be secure, accessible, portable and scalable.

Major Tasks:

The study involves the following three (3) main components:

- Traffic Safety Analysis Application Implementation: This portion of the project involves numerous subtasks such as developing and testing the data query program, designing a data administration and update tool for the purpose of managing and editing records, and developing a customizable (user-defined) data reporting system.
- Data Integration and System Processes for Acquiring Data from Mobile Crash System: Subtasks associated with this portion of the project include integration of historical traffic crash records from the various local and regional sources, developing a data porting tool for regular updates from the County's new mobile crash record system, and producing a secure, linked parallel crash record database which is editable and queryable.
- Traffic Safety GIS Mapping Tools: This subtask is designed to allow the County and its staff to bring data from the parallel database into its GIS system, to review the records and then to assign geographic reference to each crash record. An analysis tool will also be built that will provide frequency and rate statistics based on selected segments, areas and intersections. The toolbox that will be developed will also allow analysts to view the crash report data, descriptions, etc. for each crash (point) mapped.

In addition to these tasks, the County would need to hire local clerical assistance in order to accomplish the initial historical record editing and mapping. It is estimated that approximately 50,000 records would be handled and mapped, requiring over 4000 hours of labor.

Previous Efforts:

Data have been developed previously through numerous efforts, including: municipal police department field and desk reports, subscription crash record entry system (DuPage County Mainframe), and County Web-based traffic record system (free web-based summary program). A new mobile crash record system is scheduled to be deployed in 2nd or 3rd Q CY 2006 with 20 to 25 participating municipal police departments as well as the County Sheriff Department. Non-participating agency data has been solicited and will be integrated as part of this program.

Future Activities:

Future activities will include continuing maintenance of the database, integration of municipal data, accident record location attributing, enhancement of data query and analysis tools, and directed safety audits of County road corridors.

Staff Time:

Person Months: 16

Consultant Fees:

\$116,775

Miscellaneous Costs: \$13,000

Products

Traffic Safety Analysis Application
Traffic Safety Analysis Application
Database, Data porting and data integration
Traffic Safety GIS Mapping Tools

Completion Schedule

In-house September 2006
Outside Distribution January 2007
In-house December 2006
In-house January 2007

CATEGORY 5: SPECIAL STUDIES

Purpose: The widely disparate projects in this category share one common theme, responding to the transportation planning needs of a particular constituency or a specific issue. The intent is to provide a targeted response to such needs rather than including them in a more generic, “top-down” plan or study.

Description: This category is divided into three topical areas: Asset Management, Special Groups and Environmental Studies. Asset Management projects will develop operational, demand and information technology strategies to improve the efficiency of the transportation system. This subcategory is further divided into studies of highway facilities, transit and multi-modal issues. Under Special Groups are projects that seek to reach out to members of protected classes and ensure that the transportation planning process is accessible and responsive to them. The Environmental Studies subcategory includes technical studies and management efforts that contribute to improving the region’s air quality.

Program Components:

- 5321 Asset Management: Highway Facilities (CATS)
- 5325 Asset Management: Transit (CATS, CTA)
- 5328 Asset Management: Multi-Modal (CATS, Pace)
- 5363 Mobility Limited Services (CATS, Pace)
- 5366 Economically Disadvantaged (CATS)
- 5382 TCM Evaluation and Implementation (CATS)

Budget:

SPECIAL STUDIES

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	869.40	45.40			200.00				624.00	
PL	1,662.10	1,662.10								
Total	2,531.50	1,707.50			200.00				624.00	

All figures in thousands of dollars, local match included

5321

Asset Management: Highway Facilities

5321.16

Congestion Monitoring

CATS

Budget: \$178,600 (\$178,600 PL)

Purpose: Monitor and evaluate traffic congestion from a regional perspective. Study CMS policies and planning efforts. Continue research on mitigation successes and apply those successes to other projects. This work satisfies the monitoring component of the federally required CMP in SAFETEA-LU.

Major Tasks:

- Provide coordination for CMS, RTP and TIP development process.
- Finalize 2006 CMS Status Report.
- Prepare follow up for Regional Safety Analysis.
- Interpret new federal legislation and re-assess the management system.
- Evaluate ITS data archives for use in performance measures analysis.
- Provide support to implementers assessing travel demand reduction strategies in corridors with planned improvements.
- Investigate an analysis of energy use for various modes of travel in the region.

Previous Efforts:

- Interim Congestion Management System for NE Illinois, 1993
- Congestion Management System for NE Illinois, 1997
- Congestion Management System, Status Report, 1998
- Congestion Mitigation Handbook, 1998
- Congestion Management System, Status Report, 1999
- Army Trail Road Congestion Profile, 1999 Various TDR reports, US 45, IL 64, IL 30, IL 22 and Palatine/Willow Road.
- Congestion Management System, Status Report, 2002.
- Regional Safety Analysis, 2005.

Previous analyses; federal legislation and rule making for CMS, CATS travel demand model results; ITS Data from IDOT and ISTHA, counties and staff visits, other efforts from around the nation

Future Activities:

Staff Time: Person Months: 20

Products

2006 CMS Status Report

Follow-Up reporting on CMS 2006

Completion Schedule

Outside Distribution July 2006

Outside Distribution June 2007

5325

Asset Management: Transit

5325.49

Private Providers Task Force Management

CATS

Budget:

\$103,700 (\$103,700 PL)

Purpose:

To better include Private Providers in the region's transportation planning as well as assisting in economic development initiatives. Provides a foundation for future outreach, including a model that can be used in subsequent years and a multi-layered data set for comparison in future years. Coordinate efforts to include Private Providers in regional transportation and economic development planning.

Major Tasks:

Develop on-line inventories of private companies that can augment public transportation agencies. This would include taxi, bus, charter, Paratransit, limousine service, van pool service, etc

Previous Efforts:

Follow up of out of date 1992 study

Future Activities:

Directory to be used as a business tool as well as a government guide to provider's services.

Staff Time:

Person Months: 6

Products

Completion Schedule

5325.60

Design of Schedule Analysis Tools for Short-Term Optimization

CTA

Budget: \$200,000 (\$200,000 FTA)

Purpose: This project provides conceptual designs for automated tools which utilize available schedule and service delivery data to produce recommended schedule adjustments. The CTA encounters disruptions to service every day, and in order to maintain quality of service adjustments must be made. Currently, these are made in the field. This project intends to establish a decision-making framework for making schedule adjustments versus real-time service restoration in the field. For example, customers transferring from bus to rail may be better served by modifying schedules for buses arriving at major terminals. The study would examine routes at a major terminal, looking at scenarios where transfers could be better coordinated. Such a tool improves service reliability and directly impacts the customer experience.

Major Tasks:

- Identify inputs such as location, time of day, type of route, and cost that go into a schedule adjustment versus service restoration model.
- Model schedule adjustment versus service restoration decision making for transfer protection at a major terminal.

Previous Efforts: Ridership and transfer data

Future Activities: Subsequent studies would look at other scenarios, such as traffic or weather conditions to model.

Staff Time: Person Months: 5.5

Consultant Fees: \$150,000

Products

Develop model for choosing schedule adjustments versus service restoration in specified scenarios

Completion Schedule

Plan/Program

February 2007

5328

Asset Management: Multi-Modal

5328.02

ITS Planning /Architecture

CATS

Budget:

\$108,700 (\$108,700 PL)

Purpose:

To implement the ITS component of the Regional Transportation Plan; to meet federal ITS Architecture and Standards requirements; and to support integration of ITS deployments among regional stakeholders.

Major Tasks:

- Provide ITS Coordination with RTP and TIP development processes.
- Manage consultant efforts on maintenance of the Regional ITS Architecture.
- Provide staff and technical support to the Advanced Technology Task Force

Previous Efforts:

The Regional ITS Architecture Completed in December of 2002. The Northeastern Illinois ITS Deployment Plan Update (approved by the Policy Committee in January, 2006), the Strategic Early Deployment Plan (completed May 1999) and ongoing Advanced Technology Task Force issues, including support for RTP development and the development of Regional Architecture. Efforts by the Gary Chicago/Milwaukee corridor program also provided a basis for analysis.

Inputs: The FHWA and FTA rules on ITS and Planning. The Regional ITS Architecture, The Gary/Chicago/Milwaukee Corridor, The Strategic Early Deployment Plan and other ongoing ITS efforts, such as, the RTA's RTIP (Regional Transit ITS Plan), the City of Chicago's TMC the Traffic Management Center development, and ISTHA's development of TIMS the Traffic and Incident Management System.

Future Activities:

Staff Time:

Person Months: 10.5

Products

Regional ITS Architecture Update

Completion Schedule

Outside Distribution

June 2007

5328.03

Freight [Intermodal] Operations Analysis & Research

CATS

Budget: \$232,400 (\$232,400 PL)

Purpose: Conduct research and analysis into freight activity, performance and areas such as cargo-handling technology; collaborate with industry, academia, other levels of government, to identify potential projects, policies and programs likely to improve performance; publish and present findings; administer the Intermodal Advisory Task Force; ensure that freight related issues are addressed in the long-range regional transportation plan.

Major Tasks:

- Provide staff and technical support to the Intermodal Advisory Task Force;
- Prepare research documents to inform policy and operations-related decision making;
- Conduct technical analyses of projects, programs and policies using data developed for the regional transportation plan, provide written input to the RTP committee on freight related policy issues for RTP development.

Previous Efforts: Multi-year freight research and analysis; many working papers, tech. papers, conference proceeding position papers, PR/PI/outreach publications, contributions to parallel work (e.g. Metropolis 2020's freight plan).

Future Activities: Freight planning is a continuous activity.

Staff Time: Person Months: 21

Products

Completion Schedule

Working Papers, incl. scenario tests

Outside Distribution

On-Going

RTP Input

Plan/Program

As Needed 2006

Education/outreach/PI materials

Outside Distribution

March 2006

5328.05

Transportation Management and Operations Planning & Implementation

CATS

Budget: \$522,800 (\$522,800 PL)

Purpose: Promote system efficiency and safety through the application of transportation system management, operations, and travel demand management strategies. This meets the UWP emphasis areas of Support for Major Capital Recommendations, Study of Multi-Modal Corridors, Environmental Activities, Security Planning.

Major Tasks:

- Develop Regional Transportation System Management and Operations Plan;
- Manage consultant work on the Ramp HOV evaluation;
- Integrate dynamic simulation transportation model with the regional model for operations analysis and incident management training;
- Manage consultant work on the non central city park n ride lot phase 1 feasibility engineering & prepare phase 2 documents;
- Participate in drafting a park and ride lot policy;
- Manage consultant work on the major incident management template;
- Preparation of traffic forecasts for the HPMS system;
- Develop an approach to arterial traffic monitoring;
- Evaluation of new and emerging TM&O Strategies;
- Staffing the quarterly meeting of the AQTM Task Force, and its work groups;
- Assist with the transition of the Rideshare program to Pace
- Promote TSMO & TDM Strategies to Employers, Service Providers, Incident Command Agencies and General Public;
- Develop Expressway Archived Data report;
- Update Expressway Atlas ADTs;

Previous Efforts:

Transportation Management & Operations:

- Survey of legislative implications.
- 2030 RTP.
- Inventory of state of TM&O practice.

Emergency Management & Operations:

- TDM Annex Plan for the Central Area Evacuation Plan.
- IGA Documents for FY 2006 task initiation.

Regional Ramp HOV Study:

- Traffic balancing for Northwest Study Area.
- Vissim simulation for 31 st. to 95th Street Inbound for South Study Area.
- IGA Documents for FY 2006 task initiation.
- South Study Area project documents & recommendations

Non Central City Park n Ride Lot Study:

- Completion of Phase 1 final site locations.
- Coordination and technical support for Pace for south sector park n ride lots.
- Contract documents for CH2MHILL

TM&O Strategy Identification:

- Review of methodology for Ped Bike and Ramp HOV AQ evaluation.
- Analysis of change in absolute carpool participation 1990

Annual HPM

Future Activities: Phase 2 of the non central park n ride lot program; preparation to traffic modeling information for the Illinois Terrorism Task Force; continuation of the Ramp HOV evaluation on the Edens Corridor; continuation of annual process elements, HPMS, PAQB, etc; guidance for the deployment of an arterial traffic monitoring system.

Staff Time: Person Months: 36.6

Consultant Fees: \$104,000

Products

Completion Schedule

Regional TM&O Specific Plan	Plan/Program	March 2007
Technical Analyses as requested	In-house	June 2007
Traffic Signal Interconnect Inventory, Expressway Atlas ADT's	Outside Distribution	May 2007
Arterial monitoring, expressway atlas ADT's, expressway archive data report	In-house	On-Going 2007

5328.93

Rideshare Services Program

Pace

Budget: \$174,000 (\$174,000 FTA)

Purpose: In September 2005, President Bush directed federal employees and encouraged others to carpool to achieve travel reduction thus saving energy. Rideshare Services seeks to support individuals and employers in carrying out similar directives to fulfill several regional plan objectives. 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. CATS has operated rideshare since the mid 1970's

This project will maintain an ongoing UIC Maintenance Contract for the Ridematch 21 System.

Major Tasks: Provide ridematching assistance to the public, for carpools and vanpools, through the regional rideshare hotline (800-920-RIDE) and Ridematch 21-developed real-time carpool matching web site www.sharethedrive.org. Provide assistance to employers to increase work-trip ridesharing activity beneficial to business continuity and workplace development through outreach, program guidance and development, and coordination with service providers. Promote ridesharing to public as a key construction mitigation action with focus on Dan Ryan, I-294/94 (north suburbs), I-88, and I-55 (Will County). Manage consultant work for ridematching system (Ridematch 21) web hosting, maintenance and software module improvements-TAMP and Major Incident Module-that support employer efforts, service development, construction mitigation, and major incident response. Promote rideshare development as necessary and critical component of evacuation planning and related strategies through outreach materials and education exercises developed in coordination with Building Operators and Managers Association (BOMA), City of Chicago OEMC. Manage consultant activities in relation to evacuation planning promotional and educational materials development.

Previous Efforts:

Future Activities:

Staff Time: Person Months: 12

Consultant Fees: \$92,000

Products

Completion Schedule

Ridematching Assistance, SharetheDrive.org	Plan/Program	On-Going
Employer Outreach RM21 & SharetheDrive maintenance & development	Plan/Program	On-Going

5363

Mobility Limited Services

5363.16

Seniors and People with Disabilities & Community Mobility

CATS

Budget: \$98,900 (\$45,421 FTA; \$53,479 FTA)

Purpose: Ensure that the transportation issues of senior citizens, people with disabilities and low income people are reflected in the region's transportation planning process, and that agencies that represent these populations are included in the transportation planning process.

Major Tasks:

- Attend meetings about transportation for seniors and people with disabilities throughout the region.
- Provide staff and technical support to the Task Force for Seniors and People with Disabilities and the Community Mobility Task Force.
- Respond to concerns of Task Force Members.
- Provide comments on plans, programs or policies impacting these populations.
- Provide analytical support to grant programs.

Previous Efforts: Ongoing tracking of current federal programs and policies regarding these populations. Staff has obtained and mapped 'alternative' data sources--RTA ADA certified people locations, and Secretary of State disabled plates and placards. Staff has mapped and summarized 2000 census information on disability and senior populations. Staff has received and mapped senior housing centers (lifestyle developments, assisted living) The task force has developed long range strategies/policy statements regarding future transportation services for these populations, suitable for inclusion in the region's long range transportation plan.

Future Activities: Planning for the needs of these populations will continue so this work will be ongoing.

Staff Time: Person Months: 7

Products

Completion Schedule

Staffing Task Force Meetings	In-house	On-Going
Attendance at regional meetings with groups interested in special transportation services	Outside Distribution	On-Going
Provide analytical support to grant programs	In-house	On-Going

5363.17

Pace Paratransit Coordination

Pace

Budget: \$450,000 (\$450,000 FTA)

Purpose: HB 1663 signed into law by Governor Blagojevich mandates restructuring of Paratransit services. In 2006, the RTA is required to develop a plan for the provision of ADA Paratransit services in which Pace assumes all paratransit responsibilities from the CTA. This project will include outreach/coordination between CTA/Pace for all paratransit services. This project will help develop a process to streamline scheduling, provide for procedures for fares, study vehicle types, address ways to best capture available funding, fare collection and billing, as well as develop performance standards for service carriers. It will identify ways to break down barriers between ADA, vanpool and regular fixed route services.

Major Tasks: Consultant selection, outreach/coordination, streamline scheduling, fare medium, suggest vehicle types, funding sources, performance standards, final report.

Previous Efforts:

Future Activities: Future performance standards for the region's Paratransit service.

Staff Time: Person Months: 12

Consultant Fees: \$400,000

Products

Completion Schedule

Consultant selection	In-house	July 2006
Outreach/Coordination	Outside Distribution	On-Going On-Going
Streamlining including: Scheduling, fares, vehicle type, funding, and performance standards	Plan/Program	June 2007
Final Report	Outside Distribution	June 2007

5366.08

Human Services Transportation Plan

CATS

Budget: \$242,800 (\$242,800 PL)

Purpose: Starting in FFY 2007, the Job Access and Reverse Commute (JARC), New Freedom, and 5310 programs will require projects to be selected based on a Human Services Transportation Plan. The region must develop this plan to access these funds. This plan is also intended to help regional coordination of human services transportation and public transportation.

- Major Tasks:
- Assembly of appropriate plan development steering committee, technical analysis to illuminate the problem, including identification of existing transportation services, locations of special populations, identification of potential destinations, and identification of gaps in service.
 - Analysis of trends in population and transportation services that serve them & development of regional long range goals for serving these populations.
 - Development of guiding principles for selecting New Freedom, JARC and 5310 projects, as well as a selection methodology.
 - Public participation & public information meetings and materials.

Previous Efforts: The recently submitted RTA ADA Paratransit Plan will be an important component of this plan. Also, during the past few years the Task Force for Seniors and People with Disabilities and the Community Mobility Task Force have identified many of the issues that should be addressed.

Future Activities: This project will develop criteria to guide JARC, New Freedom and 5310 project selection. The human services transportation plan should be updated at regular intervals.

Staff Time: Person Months: 2

Consultant Fees: \$210,000

Products

Completion Schedule

Technical Memos and Presentations	In-house	December 2007
Draft Plan	In-house	January 2007
Public information	Outside Distribution	February 2007
Human Services Transportation Plan	Plan/Program	March 2007

5382.15Post-Implementation Evaluation of Emissions Benefits of CMAQ ProjectsCATS

Budget: \$219,600 (\$219,600 PL)

Purpose: Evaluate actual emissions benefits of completed CMAQ projects to help improve the estimation of emissions benefits for future CMAQ proposals

Major Tasks:

- Summarize existing evaluation methods.
- Develop methods to evaluate benefits of completed projects; select a sample of completed projects, conduct field work and estimate actual benefits.
- Prepare recommendations to improve existing evaluation methods.

Previous Efforts: CMAQ evaluation methods as adopted by CATS Policy Committee and documented in prior reports.

Future Activities:

Staff Time: Person Months: 5

Consultant Fees: \$160,000

ProductsCompletion Schedule

Summary of existing evaluation methods	In-house	February 2007
Methods to evaluate completed projects and sample of projects to study	In-house	May 2007
Final report and recommendations	Outside Distribution	November 2007

CATEGORY 6: SUBREGIONAL AND PROJECT SPECIFIC STUDIES

Purpose: The projects in this program category seek to develop transportation plans and programs for areas smaller than the entire region, and to prepare studies of specific proposed transportation improvements.

Description: While many different types of studies are funded here, they have in common the implementation of RTP and TIP projects and goals/objectives. The focus of projects ranges from planning support for the CREATE program (the Chicago rail restructuring plan) to transit system customer satisfaction surveys to continuing study of multimodal transportation alternatives in the heavily-traveled Cook-DuPage corridor. Another project seeks to survey areas with concentrations of limited English proficiency households within the CTA service area to determine the level of transit usage and identify if language is an obstacle to transit use.

Program Components:

- 6334 Multi-Modal Transportation Studies (CATS, RTA)
- 6335 Transit Studies (CATS, Chicago, CTA, Pace, RTA)
- 6336 Freight Planning (Chicago)
- 6607 Transit Oriented Development (RTA)

Budget:

SUBREGIONAL AND PROJECT SPECIFIC STUDIES

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	1,905.00	87.00			425.00				393.00	1,000.00
PL	1,052.43	502.50	549.93							
Total	2,957.43	589.50	549.93		425.00				393.00	1,000.00

All figures in thousands of dollars, local match included

6334

Multi-Modal Transportation Studies

6334.19

Highway and Transit Assistance

CATS

Budget:	\$268,000 (\$87,000 FTA; \$181,000 PL)
Purpose:	Provide technical support for project implementation studies, support the Regional Transportation Plan by conducting analyses of major facilities, promote transportation project implementation consistent with the recommendations of the Regional Transportation Plan.
Major Tasks:	<ul style="list-style-type: none">• Develop roadway traffic projections for small and large projects;• Develop ridership forecasts for transit projects;• Provide data from the regional model for subarea and corridor studies;• Provide comments on impacts of proposed transportation projects;• Participate on technical advisory committees;• Provide written comments for project implementation studies;• Develop scope of CATS participation in corridor studies requested by implementers;• Coordinate with other agencies in traffic evaluation effort
Previous Efforts:	This is a continuing service CATS provides to the region's implementers. Inputs to the process are regional air quality conformity analysis inputs, socioeconomic data, traffic counts, boarding and alighting counts.
Future Activities:	This is a continuous activity.
Staff Time:	Person Months: 21

Products

Completion Schedule

Small area traffic projections and comments on environmental impacts of projects	Outside Distribution	On-Going
Transportation Model Data Requests	Outside Distribution	On-Going
Sub-area modeling	Outside Distribution	On-Going
Participation in project steering/technical advisory committees and task forces	Outside Distribution	On-Going

6334.98

Cook-DuPage Corridor Alternatives Analysis

RTA

Budget: \$250,000 (\$250,000 FTA)

Purpose: Building on the results of the current Cook-DuPage Corridor Options Feasibility Study, this project will undertake a detailed examination of physical, operational, financial, social and system impacts of feasible options to achieve consensus on a preferred project(s) that can included in a future RTP update and built.

Major Tasks:

- Develop alternatives that address purpose and need
- Develop evaluation methodology
- Network modeling
- Evaluate alternatives
- Recommend locally preferred alternative(s)
- Final report and documentation
- Project management

Previous Efforts: 2030 RTP update, 2040 Regional Framework Plan, Cook-DuPage Travel Market Analysis, Cook-DuPage Options Feasibility Study, Cook-DuPage Public Involvement & Communications Plan, Regional Corridor Planning Standards, DuPage Area Transit Plan, I-290 reconstruction Phase I engineering, STAR Line Alternatives Analysis, UP-W Upgrade Alternatives Analysis,

Future Activities: Preliminary engineering, EA/EIS, final engineering for locally preferred alternatives.

Staff Time: Person Months: None

Consultant Fees: \$250,000

Products

Alternatives Analysis Report with a description of alternatives, evaluation/comparative assessment and recommended locally preferred alternative(s)

Completion Schedule

Outside Distribution December 2007

6335

Transit Studies

6335.20

2007 Customer Satisfaction Survey

CTA

Budget: \$210,000 (\$210,000 FTA)

Purpose: To increase the understanding of customer's changing expectations and requirements regarding service delivery, to analyze the impact of changes instituted by the CTA in response to results from previous satisfaction surveys and to evaluate and update a list of key target improvement opportunities, pinpointing actions that will improve long-term customer satisfaction

Major Tasks:

- Prepare RFP/RFQ;
- Select market research consultant;
- Review literature and data from past surveys;
- Update previously used survey instrument;
- Fielding of random-digit dial telephone survey in service area;
- Analyze collected data;
- Prepare a final summary report outlining the project's findings and resulting recommendations

Previous Efforts: 1995 Customer Satisfaction Survey - Final Report, 1997 Customer Satisfaction Survey - Final Report, 1999 Customer Satisfaction Survey - Final Report, 2001 Customer Satisfaction Survey - Final Report and 2003 Customer Satisfaction Survey - Final Report

Future Activities: The findings of this project will guide the development of an action plan to increase customer satisfaction. Also, the Customer Satisfaction Survey is designed to be an on-going, periodic monitoring tool to gauge changes in customer perception, expectation and satisfaction over time. This survey is typically implemented every two years. Due to funding constraints, 2005 was the first year in 10 years that the CTA was unable to conduct the survey.

Staff Time: Person Months: 2

Consultant Fees: \$190,000

Products

Completion Schedule

Status Reports	Plan/Program	On-Going
UWP Annual Completion Report	Plan/Program	August 2007
Target Improvement Opportunities	In-house	July 2007
Project Summary Report	Outside Distribution	March 2008

Customer Satisfaction Index Survey and Loyalty Program

Pace

Budget: \$200,000 (\$200,000 FTA)

Purpose: Results from Pace’s CSI are essential in the restructuring initiatives Pace has planned. The purpose of the program is to objectively and consistently evaluate services from the customer’s point of view, increase customer satisfaction and retention, farebox recovery ratio and ridership on Pace services: Fixed Route (including municipal, subscription, and local service), Vanpool, and Paratransit operations. Pace will reevaluate the list of attributes being measured to capture the most important customer experiences and incorporate the changes into future restructuring plans. The major new component of the project will be designing a closed-loop customer retention/loyalty program to improve the customer satisfaction and increase the retention rate. It provides a tool to measure the effectiveness of existing service with attention focused on the concerns of customers.

Major Tasks: Fixed Route:

- Population type on-board or random sample phone annual satisfaction survey for fixed route buses with report and analysis identifying routes perceived as deficient in areas critical to customer continued use of service and elements that have the greatest negative impact on overall satisfaction;
- Follow-up customer satisfaction survey to provide more detailed information on the routes needing improvements; customer satisfaction survey on the Internet.
- Customer communication and feedback - survey results will be reported to customers and customers will be informed of Pace intention to satisfy customer transit needs and what was implemented to improve their riding experience based on the results of the survey.
- Evaluation and implementation of continuous on line or phone customer panel for quick-results monitoring of customer satisfaction, attitudes, problems, communication and promotional effectiveness to be able to identify the problems/changes instantly and act proactively to implement the improvements;
- Design the closed-loop customer retention/loyalty program to improve customer satisfaction and increase customer retention rate;

Vanpool:

- Mail back annual or phone satisfaction survey with analysis and report to identify the service elements needing improvement and provide Pace management with the information to make improvements in areas critical to continued ridership.
- Customer communication and feedback on findings and improvements that were implemented as a result of survey.

Paratransit:

- Design the Importance Survey, conduct the survey, collect needed data and evaluate service elements to be measured.
- Develop and implement the survey instrument, analyze the results and communicate them to the responsible functional areas, Pace management, as well as Paratransit contractors/providers within the Pace service area and customers.

Previous Efforts: Importance Survey: Importance survey was a part of the building the CSI fixed route matrix process that was done in 1995. The CSI matrix needs periodic reevaluation to capture changing customers’ needs and perceptions. By mid-year of 2006 Pace will have completed this re-evaluation of it’s service attribute for inclusion in the new CSI survey instrument.

Fixed Route: Pace efforts to initiate a CSI program began in the fall of 1995 when

the program was adopted by management and viewed as a means of providing feedback to those charged with making improvements thus enabling them to take actions in order to increase ridership. They include: Administration of on-board continuous surveys with analysis and report 3 times per year; development of supplemental reports, changing a continuous random sample survey to a population type annual survey followed by an in-depth survey of routes that have the biggest negative impact on satisfaction.

Future Activities:

Fixed Route: Identify areas of concern, conduct follow-up surveys, support improvement opportunities with additional required studies, communicate the results and improvements made to customers. Maintain the customer panel to continuously monitor the effectiveness of improvements and communication.

Vanpool: Conduct studies based on mail-back survey results. Determine ways to increase revenue and ridership, support improvement opportunities with additional required studies.

Paratransit: Identify areas of concern, evaluate service elements measured, conduct a follow-up survey, determine the need for an environmental study based on survey results, support improvement opportunities with additional required studies, communicate the results and improvements made to customers.

Staff Time:

Person Months: 10

Consultant Fees:

\$145,000

Miscellaneous Costs:

\$20,000

Products

Completion Schedule

Updating schedule files	In-house	July 2006
RFP for Consultant	Outside Distribution	July 2006
Consultant begins	Outside Distribution	July 2006
Implementation and Reports		June 2007

6335.46

Airport Rail Coordination and Plans

Chicago

Budget: \$350,000 (\$350,000 PL)

Purpose: Continue to develop plans to provide express rail service to O'Hare and Midway airports from a new downtown terminal using the existing CTA lines modified to provide rail passing tracks, new stations, and dedicated vehicles.

Major Tasks:

- Coordinate concept designs for Airport Rail O'Hare station with plans for O'Hare Modernization program;
- Modify plans as required; identify infrastructure needed to extend O'Hare line west to the proposed new airline terminal;
- Revise plans for rail alignment in Kennedy Expressway median;
- Coordinate with IDOT plans for future Kennedy viaduct and roadway reconstruction;
- Prepare concept plans for Damen CTA station along proposed alignment.

Previous Efforts: Airport Express Alternatives Reports, Kennedy Expressway Rail Noise Study, Environmental Documentation for Block 37 Downtown Station, and O'Hare Master Plan FAA Environmental Documentation.

Future Activities: Planning completion for rail improvement segments and final airport layout plans.

Staff Time: Person Months: 6

Consultant Fees: \$330,000

Products

Completion Schedule

O'Hare Conceptual Layout Plan	Plan/Program	December 2008
Midway Conceptual Terminal Plan	Plan/Program	December 2008
Kennedy Expressway Redesign Coordination	Plan/Program	December 2008
Damen Station Preliminary Concept	Plan/Program	December 2008

6335.70

RTAP Community Transit Improvement Plans

RTA

Budget: \$250,000 (\$250,000 FTA)

Purpose: The purpose of this project is to provide communities the resources to investigate and plan for local transit services. This project will identify and address transit needs at the community level by considering the unique factors and travel patterns for each identified area, focusing on local service and connections to other regional services. These studies are estimated at \$100,000 - \$150,000 per study.

Major Tasks:

- Market Analysis of local transit needs
- Identification of transit trip generators
- Identification of preliminary routes
- Identification of appropriate service
- Identify operating and funding options
- Identify pedestrian and transit supportive streetscape improvements

Previous Efforts: Niles Bus Oriented Development Plan for Milwaukee Avenue, DuPage Community Circulator Prototype Plan

Future Activities: Implementation of new/redesigned routes; Capital projects that promote pedestrian and transit friendly environments; and development of pedestrian areas. Additionally, these plans can serve as prototypes for other communities.

Staff Time: Person Months: None

Consultant Fees: \$250,000

Products

Community transit improvement plans that facilitate the use of local transit

Completion Schedule

April 2008

Pace

Budget: \$193,000 (\$193,000 FTA)

Purpose: The purpose of this study is to develop and evaluate ART concepts tailored to specific arterials and communities yet consistent with Pace Bus general ART network concept developed in a previous study (BRT Network Development). Development will include selection of ART elements (based on concept developed in previous study), and designing of restructured feeder network (based on the results of another previous study: Local Community Service Planning). Evaluation will include study of increase in speed, reliability, ridership, passenger's perception of service quality before and after implementation.

Major Tasks:

- Develop preliminary ART corridor concepts for selected corridor (Cermak Road).
- Refine and finalize concepts with local communities to arrive at a design that is recognizable through consistent elements and design throughout the whole corridor, yet allows for community specific
- Plan, restructure corridor feeder network with input from communities.
- Evaluate benefits of ART concepts with or without the effect of restructured feeder network.
- Derive from completed work an ART design procedure template that will be leveraged again and again as Pace Bus proceeds with development of each ART corridor in its ART network.

Previous Efforts:

- Characteristics of BRT - FTA report
- Evaluation for BRT guidelines for BRT Demo Projects - FTA
- BRT Implementation Guidelines - TCRP Report 90
- Pace Cermak Road Bus Rapid Transit Initiative
- BRT Network Development FY 06 UWP # 6335.35
- Local Community Service Planning FY 06 UWP # 1100.14
- Evaluation studies of similar BRT Light corridors, such as the Wilshire-Whittier Corridor in Los Angeles CA, the San Pablo corridor and the International-Telegraph Avenue BRT Light in the Bay Area, CA

Future Activities: In addition to the concrete corridor specific result of this study, we will derive a template for ART corridor evaluation procedure. This template will be used repeatedly (and refined through reuse) as Pace Bus continues with its development of the ART network corridor by corridor.

Staff Time: Person Months: 6

Consultant Fees: \$175,000

Products**Completion Schedule**

Preliminary ART Corridor concepts	Outside Distribution	September 2006
Final ART Corridor Concepts	Outside Distribution	November 2006
Preliminary new feeder network design	Outside Distribution	December 2006
Final Feeder network design ART design procedure template	In-house	April 2007

Enhancement of the Regional Traffic Signal Inventory

CATS

Budget: \$321,500 (\$321,500 PL)

Purpose: The proposed project will enhance and update the regional traffic signal inventory that was developed in 2000 by incorporating the following additional information:

- 1. Newly installed traffic signal locations and type of traffic controller in use.
- 2. Locations and types of Emergency Vehicle Preemption devices in use.
- 3. Owners and operators, i.e. Fire Department, county and municipal jurisdiction.
- 4. Updated signal interconnects.

Development of an online data entry tools envisioned to support the massive data collection effort required to obtain the desired data. The Regional Transportation Asset Management System (RTAMS) will be used to facilitate the data collection process to allow data providers to enter and/or update the signal inventory over the internet.

The revised inventory and the tools that will be developed from this project will be made available for regional use and distribution as approved by the participating agencies.

- Major Tasks:
- Gap Analysis and Needs Assessment - Identify the data gaps from the 2000 regional traffic signal inventory and gather technical requirements from regional stakeholders for the update effort and the proposed web based data collection and management tool.
 - Data Collection - Collect data for newly installed and/or modified traffic signals, including type, location, communication media, detection devices, owner, operator, system age, and emergency vehicle pre-emption devices at a minimum.
 - Web based tool development - Develop a web based regional signal inventory management tool that will allow data providers to update the inventory over the internet.

Previous Efforts: RTA has been leading the development of regional standards and guidelines for the design, procurement, testing, installation, operation and maintenance of a multi-jurisdictional Transit Signal Priority (TSP) system. The primary components of the RTA program are a Regional Signal Inventory, a Location Study, and technology field demonstrations. The current traffic signal inventory includes nearly 7,000 traffic signals in the NE Illinois region. CATS has also led related efforts to collect traffic signal data. The RTA has also been coordinating with counties and municipalities regarding the location and types of emergency vehicle preemption devices currently in use. RTA, with support from CATS and a UIC intern, developed an electronic database to house the information from the 2000 signal inventory. The RTA then incorporated this geographic information system (GIS) database into its Regional Transportation Asset Management System (RTAMS).

Future Activities: The updated inventory will facilitate the deployment of transit signal priority and integrated corridor management strategies along major arterials throughout the region. The product will also support arterial performance monitoring and management for improved operations and management of the regional transportation network.

Staff Time: Person Months: 22

Consultant Fees: \$35,000

Miscellaneous Costs: \$15,000

Products

Gap Analysis and Needs Assessment
Data Collection
Web based Tool Development

Completion Schedule

Outside Distribution	December 2006
Outside Distribution	June 2007
Outside Distribution	September 2007

6335.73

Survey of Limited English Proficiency Areas in CTA's Service Area

CTA

Budget: \$215,000 (\$215,000 FTA)

Purpose: Survey of and outreach to concentrated areas of linguistically isolated households in order to identify the predominant language(s) and dialect(s) spoken in those areas. This effort will help determine the level of transit use among these communities, identify if language is an obstacle to transit use and identify what CTA information should be provided in areas of predominantly non-English languages.

Major Tasks:

- Prepare RFP/RFQ;
- Select market research consultant;
- Design survey tool;
- Field survey;
- Analyze collected data;
- Prepare final summary report outlining major findings and resulting recommendations

Previous Efforts: Currently, available data regarding English proficiency and associated demographic information is available on a limited basis through the Census. Census data provides highly aggregated data and does not provide information regarding the predominant languages/dialects spoken by those who to qualify as having limited English proficiency.

Future Activities: Recommendations will help inform future marketing and public outreach efforts.

Staff Time: Person Months: None

Consultant Fees: \$215,000

Products

Completion Schedule

Status reports	Plan/Program	On-Going
UWP Annual Completion Report	Plan/Program	November 2007
Project Summary Report	In-house	February 2008

6336

Freight Planning

6336.09

CREATE Planning Support

Chicago

Budget:

\$199,930 (\$199,930 PL)

Purpose:

To provide City planning support for CREATE (the Chicago Rail restructuring plan) and communities and infrastructure impacted by CREATE.

Major Tasks:

- Recommend locations for viaduct closures/street closures based on traffic counts and other criteria
- Evaluate and develop concept plans for roadway modifications for locations identified for rail/roadway grade separations
- Evaluate and develop safety and security measures at remaining grade crossings
- Work with Department of Planning and Development and developers to identify modifications that maintain right-of-way for CREATE infrastructure
- Evaluate impact of CREATE on other proposed City projects; develop plans to maintain feasibility of RTP-recommended projects
- Develop plans including GIS files and databases showing major changes in infrastructure and identify impacts on the Chicago's communities, including noise and emissions
- Carry out surveys and traffic counts to support above activities
- Attend meeting and work with other CREATE partners to ensure viability of overall project benefits to communities in the Chicago region and summarize actions taken

Previous Efforts:

Chicago Rail Plan, development of CREATE initiative, designs for CREATE infrastructure

Future Activities:

Plans and engineering for CREATE components and City related and supported developments and projects.

Staff Time:

Person Months: 10

Consultant Fees:

\$159,930

Products

Plans

Completion Schedule

Plan/Program

June 2007

6607

Transit Oriented Development

6607.01

RTAP Station Area Planning - Transit Oriented Development Studies

RTA

Budget: \$500,000 (\$500,000 FTA)

Purpose: The purpose of this project is to provide communities with the resources to apply transit supportive planning practices. These funds will enable a number of communities to develop station area plans that encourage transit supportive development, mixed land use, concentrated development, and pedestrian friendly environments. Typical station area planning studies are estimated at \$100,000 - \$150,000 per study.

Major Tasks: Specific tasks will depend on the type and location of the development proposal. Local station area planning projects may include the following tasks:

- Data collection
- Public involvement
- Identification of local transit oriented development opportunities
- Conceptual plan development

Previous Efforts: The following Station Area Plans have been produced: New Lenox Transit Oriented Development Study, Mundelein Station Area Plan, Winthrop Harbor Station Area Plan, Lemont Station Area Planning Study, Richton Park Station Area Planning Study, Wheeling Station Area Planning Study, Woodstock Transit-Oriented Development Study, Maywood Transit-Oriented Development Study, Fox River Grove Downtown Redevelopment Plan, Morton Grove Commuter Station Location Analysis, University Park TOD Study, Robbins Metra Station TOD Planning Study, Hazel Crest 170th Street Station TOD Planning Study, Riverdale 138th Street Planning Study, Evanston Transportation Center Planning Study, Waukegan Intermodal Transit Facility Study, Westmont TOD Opportunity Study, Orland Park TOD Planning Study, and Olympia Fields Town Center Development Plan. Additionally, Transit Oriented Development Designs have been prepared for: Tinley Park, Blue Island, and Elmhurst.

Future Activities: Architectural and engineering design for TOD, capital projects that support, build and implement TOD concepts.

Staff Time: Person Months: None

Consultant Fees: \$500,000

Products

Station Area Plans that support transit - oriented development and design

Completion Schedule

Outside Distribution

April 2008

CATEGORY 7: PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

Purpose: The projects in this program category provide management support for regional planning programs and other regional activities not logically part of any other category.

Description: One ongoing program will be supported in FY07. CATS staff will continue to provide support to the UWP Committee in developing the annual work program for northeastern Illinois.

Program Components: 7001 UWP Development and Monitoring (CATS)

Budget:

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA										
PL	319.00	319.00								
Total	319.00	319.00								

All figures in thousands of dollars, local match included

7001

UWP Development and Monitoring

7001.01

UWP Development and Monitoring

CATS

Budget: \$319,000 (\$319,000 PL)

Purpose: The TDS Division will provide support to the UWP Committee in the development of the FY 08 Program.
We anticipate 9 Committee meetings for the development of the core and other planning projects.

Major Tasks:

- Prepare the FY 08 UWP document in cooperation with other agencies and under the guidance of the UWP Committee.
- Print final UWP documents.
- Process budget revisions and maintain UWP budget files.
- Prepare year-end FY 06 completion report.
- Provide staff and technical support to the Unified Work Program Committee and assist other UWP participants.
- Insure implementation of planning regulations and prepare certification resolution.
- This project does not cover the internal costs of developing project proposals or monitoring progress and expenditures. Such work will be charged to an overhead number.

Previous Efforts: Prior UWP development and monitoring; restructuring of UWP and UWP Committee in FY 01; planning emphasis areas identified for the FY 06 program.

Inputs: Priorities and funding marks from funding agencies; project proposals; MPO agreement; transportation planning guidelines; FY 04, 05 and 06 UWPs; federal regulations: 23 CFR Part 450.

Future Activities: Subsequent Fiscal UWP's

Staff Time: Person Months: 37

Products

FY 2008 Unified Work Program Report

FY 2006 UWP Progress Report

Completion Schedule

Outside Distribution June 2007

Outside Distribution December 2006

FY 2007 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** OBJECT CLASS BUDGETS
- G** AUDIT REQUIREMENTS
- H** PROJECT REVIEW COMMENTS
- I** ACRONYM LIST
- J** NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES
- K** 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. IDOT has offered to provide soft match for up to one-half of the match required for PL and FTA funds; NIPC will use this source of matching funds. The sources of the local match for the participating agencies are as follows:

CATS

The local match is provided by the Illinois Department of Transportation and contributions by other Policy Committee sponsoring agencies. Initially the Illinois DOT covers the needed match and is later partially reimbursed by contributions from other sponsors, which are billed \$136,250 annually*.

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

NIPC

The match is provided by local contributions to NIPC, except that one-half of the PL match is provided by IDOT in the form of guidance and technical assistance.

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.

* Agencies participating in direct cash contributions include:

Member Agency	Contribution
Chicago	\$40,000
Cook County	\$40,000
CTA	\$10,000
DuPage County	\$10,000
ISTHA	\$10,000
U.P. Railroad	\$10,000
Lake County	\$6,250
Will County	\$5,000
Kane County	\$4,500
McHenry County	\$500

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 FY07 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 Rate</u>	<u>Total Budget</u>	<u>Direct Non-Labor</u>	<u>Force Account</u>	<u>Direct Labor</u>	<u>Overhead Cost</u>
CATS	1.3958	\$6,923,270	\$847,170	\$6,076,100	\$2,536,147	\$3,539,953
Chicago	0.4214	\$1,551,430	\$1,094,930	\$456,500	\$321,162	\$135,338
CTA	0.5450	\$902,790	\$555,000	\$347,790	\$225,107	\$122,683
Metra	0.6916	\$892,000	\$550,000	\$342,000	\$202,175	\$139,825
NIPC	1.0818	\$3,962,698	\$842,000	\$3,120,698	\$1,499,038	\$1,621,660
Pace	0.4895	\$1,017,000	\$832,000	\$185,000	\$124,203	\$60,797
RTA	N/A	\$1,000,000	\$1,000,000	\$0	\$0	\$0
DuPage Co.	N/A	\$150,000	\$129,775	\$20,225	\$20,225	\$0
McHenry Co.	N/A	\$66,588	\$66,588	\$0	\$0	\$0

CATS

The CATS overhead rate includes both fringe benefits and indirect expenses.

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.

NIPC

The NIPC overhead rate includes only the indirect expenses. NIPC's fringe costs are treated as a direct project cost at the suggestion of USEPA.

DuPage County

DuPage County will utilize seasonal, non-benefit labor for its FY07 UWP project and only direct labor costs will be applied.

See following pages for details on how agencies adjust their overhead rate after the end of the fiscal year to reflect actual expenditures.

NOTES ON: OVERHEAD RATE AND COST ESTIMATION

CHICAGO AREA TRANSPORTATION STUDY

CATS' method of overhead rate calculation was approved by IDOT and FHWA in 1978. The rate is changed annually, after the previous fiscal year's costs have been calculated, and is approved by IDOT. The total FY 06 overhead rate of 1.3958 consists of an indirect cost factor of 0.4903 and a fringe factor of 0.9055. All direct labor charges are multiplied by these rates to calculate indirect and fringe costs. Monthly billings for PL and FTA funds are made by IDOT. Included in the fringe rate are leave salaries, group insurance, state's retirement contribution, and state's Social Security contribution.

Project staffing costs are estimated by multiplying the salaries of the employees expected to work on a task by 2.3958 to reflect the overhead rate.

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 42.14 percent. Following the end of the fiscal year, charges are adjusted based on actual fringe costs as audited by the Illinois Department of Transportation.

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 2004-2007 Affirmative Action Plan in August 2004, and the FTA approved the plan on March 3, 2006.

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.

CATS is administered by Illinois DOT, on behalf of its Policy Committee. The Illinois DOT affirmative action plan was last approved by FHWA in January 2001. While IDOT has not received a formal approval letter since 2001, it continues to submit affirmative action plans to FHWA. A new one will be submitted in May/June 2006.

The NIPC plan was submitted in April 1979 and was accepted. It was later updated in November 1998.

The CTA's Affirmative Action Plan 2004-2006 was approved on October 15, 2004.

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.

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

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

CATS uses the Illinois DOT Disadvantaged Business Enterprise plan. The most recent plan was submitted to FHWA on August 1, 2005 and the plan is updated and submitted on August 1st of each year.

The NIPC program was adopted in July 1981 and was approved by FTA. It was updated in November 1998.

The CTA submitted its FY 2006 DBE goal in September 2005. It is currently under review 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 program was approved by FTA on July 14, 1981, and has been updated periodically since then, the latest revision coming in September 1999. At the suggestion of the CATS Policy Committee, the major implementers have worked together to coordinate their DBE efforts; a joint certification form has been developed and is being used.

Title VI Documentation

This material documents the compliance of the MPO for the northeastern Illinois region with FTA Circular 4702.1 (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 26, 1988, particularly Chapter III: Data Collection and Reporting Requirements. The material is structured to follow the organization of the FTA circular.

Chapter III, Section 2: General Reporting Requirements

- a. On September 17, 1980, an administrative complaint alleging violations of Title VI and related regulations by the participants in the Chicago urbanized area transportation planning and programming process was filed with U.S. DOT by the League of Women Voters of Illinois, the Chicago Urban League, People Against the Transit Hike, and three minority citizens of Chicago. The MPO has still not been notified that any action has been taken on this complaint. On June 2, 1993, the city of Harvey filed a Title VI complaint against IDOT and CATS alleging discrimination against black municipalities in the distribution of transportation capital and planning funds. The complaint was resolved, with IDOT and CATS being absolved of any wrongdoing.
- 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 \$13,234,545 are being requested for FY 2007. FTA funds totaling \$4,400,211 are being requested for FY 2007.
- c. Triennial reviews conducted by FTA in 2005 for the RTA and CATS, and in 2004 for the CTA, Pace, Metra and the City of Chicago have found these agencies to be in compliance with civil rights laws.
- d/e. The Illinois Department of Transportation has signed an FTA Civil Rights Assurance and a DOT Title VI Standard Assurance, which cover CATS as well as IDOT, due to the administrative affiliation between the two agencies.
- 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 III, Section 3: Program-Specific Requirements

b. Program-Specific Requirements for MPOs

1. Assessment of Planning Efforts

The 2030 Regional Transportation Plan (RTP), approved in October 2003, 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. The mission of the task force is to "provide a mechanism for the participation and input of laypersons/citizens/stakeholders on community mobility, access to jobs, public participation and other transportation issues that are in the purview of the MPO."

The task force has 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 monitor JARC funded projects and provides a forum for social service agencies and transportation providers to communicate. The task force has 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.

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.

The only Title VI service complaint issue is the one cited above in section (a) of the general reporting requirements.

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 Job Access and Reverse Commute Program focused on transit projects where temporary assistance for needy families (TANF) recipients can be linked with job opportunities. An extensive evaluation of the relationship between the location of TANF recipients and the location of entry-level jobs was conducted by Pace. Pace used this data to identify routes for inclusion in its Job Access request. This information was also useful to other transit providers. CATS hired the University of Illinois, Chicago to expand the work it did for Pace to include all low-income individuals. This information assisted CATS during the evaluation of environmental justice issues during the 2030 RTP update.

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 CATS Public Involvement Plan is the continuous flow of information to citizens. CATS maintains an extensive contact list as one component of this effort. This list is an important tool for notification about public meetings and CATS activities. CATS works with committee and task force members, the media and the public to establish new contacts to add to the list, which currently includes over 7,000 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 MPO activities. Any individual citizen or group will be added on request to the CATS contact list to receive notifications, publications and announcements. CATS 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.

CATS makes every effort to provide ample notice of meetings and events through calendar postings at the CATS offices, on the CATS Web site, most of which is available in both English and Spanish (www.catsmpo.com), the CATS 24-hour meeting/activity Hotline (312-386-8832), the Council of Mayors' monthly calendar and, for those who request, notification by mail. For major plans, programs and policy meetings, CATS sends notices to the entire contact list.

During the public involvement phase of the Shared Path 2030 development process a 15-minute video, "Pathways to Progress: An Introduction to Metropolitan Transportation Planning" was developed. Accompanied by an explanatory letter from Council of Mayors Executive Committee Chairman Jeffrey Schielke, this video was sent to all area municipalities for airing on their local cable access channels.

The introductory video was used by CATS staff in community outreach efforts held throughout the spring. Also during that time period, personal letters were sent to nearly 350 religious organizations and 250 community and senior citizens' organizations urging them to watch the video and attend community meetings.

Media coverage of transportation issues is based not only on the dissemination of releases and notices but also responses to reporters' questions. Agency staffs cooperate with the media and also respond 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 Area Transportation Study Policy Committee and its committees and task forces; CATS Councils of Mayors; Northeastern Illinois Planning Commission and its committees; and the city of Chicago and its departments, boards and commissions.

In addition, the agencies compile special mailing lists for specific areas or subjects. For example, using highway construction funds, CATS compiled a list of regular users of the Dan Ryan Expressway in order to assess the impact of the bridge reconstruction project on motorist behavior; the impact on public transportation was one aspect of this study.

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. Metra also established special mailing lists for its three major investment studies.

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

CATS has long recognized that public participation is a key ingredient in effective transportation planning. CATS' first Public Involvement Plan was approved in October 1994. The Policy Committee approved updates to that earlier plan in 1999 and again in 2004. The plan outlines a series of strategies that the MPO will use to involve citizens in the decision-making process. The primary method for direct participation in the planning process is through membership on one or more of CATS' task forces. A list of the current task forces, their charge and membership is included in the Public Involvement Plan update. During FY 2002 an audit of the public involvement process was completed. The results of this audit were used as part of the Public Involvement Plan update.

Task forces can have either a short-term or long-term mission. For example, the Public Involvement Task Force was created to develop the Public Involvement Plan update--a short-term task. The success of this effort has led to a long-term role of overseeing the implementation of the plan elements. Fifty percent of each task force membership is set aside for private citizens and a variety of special interest and citizens groups. This task force composition helps to elicit the point of view of the average transportation user as a vital component in the planning process. The Public Involvement Plan includes several strategies to increase citizen membership and participation on task forces. Monitoring of task force membership and diversity is an important assignment for CATS staff.

One of the most significant elements included in the Public Involvement Plan is the development of a Citizen's Guide. The guide details the specific steps and ways the public can be a part of the strategies outlined in the plan. While the Public Involvement Plan outlines what strategies will be used to increase public participation, the Citizen's Guide uses the results of the plan to take an active role in the planning process. The Citizen's Guide has been published in English and Spanish. In addition to the guide, several of the major CATS policy and informational documents will be produced in a popular summary format. A brochure describing CATS was updated and will be available in both English and Spanish. A popular summary of the current TIP was completed in FY 2004. These summaries will be short and presented in a non-technical way so that an ordinary citizen can better understand their content. The Public Involvement Plan includes several other easy-to-read documents. A fold-out publication was produced documenting Shared Path 2030, providing not only an overview of the plan itself, but also the process used to achieve the plan.

In April 1999 CATS introduced CATS Online, www.catsmpo.com, the agency's web site. In addition to information about CATS, the site includes the Transportation Improvement Program, the Unified Work Program, the RTP summary, a variety of other CATS technical reports, an events calendar and dozens of links to other web sites. The CATS web site is also provided in Spanish.

During FY 2004-2005 CATS met with numerous community, business and religious leaders throughout the six county region. The purpose of these meetings was to create partnerships that would assist with increasing visibility and name recognition for CATS throughout the region. During FY 2004, staff concentrated on the business community, meeting with numerous chambers of commerce and local business groups.

The goal of this partnership initiative is the continued education process throughout the region highlighting the numerous opportunities available for anyone interested in participating in the CATS transportation planning process. The culmination of this effort results in the receipt of valuable input from the various communities throughout the region. CATS will continue to increase outreach participation in minority and low income areas. The FY 2007 UWP includes work elements that will continue to support CATS outreach effort.

For member agencies the citizens' voice in planning decisions is inextricably bound to the public information 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 has hosted several of these seminars, including one devoted to environmental justice. 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. During the Shared Path 2030 process, the MPO held a series of planning information forums, distributed six newsletters, conducted a series of community meetings and produced several videos that were aired numerous times. All meeting locations were accessible to people with disabilities and were served by public transportation. All comments received at the meetings were documented and responses sent to the commentators. All public commentators from the hearings also received responses. The RTP Committee considered all comments received throughout the process.

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.

The Regional Planning Board (RPB) was created on August 8, 2005 when Illinois Public Act 94-510 was signed into law. The RPB 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. The RPB is currently forming a Citizens' Advisory Committee, as required by law, which will provide for continuous public involvement in the development of regional plans and policies.

5. Minority Representation on Decision-making Bodies

- a) Chicago Area Transportation Study Policy Committee: 18 white, 1 minority
- b) Northeastern Illinois Planning Commission: 26 white, 4 minority, 4 vacancy
- c) Regional Transportation Authority Board: 10 white, 3 minority
- d) Commuter Rail Board: 5 white, 2 minority
- e) Suburban Bus Board: 11 white, 1 minority
- f) Chicago Transit Authority Board: 4 white, 3 minority
- g) CATS Councils of Mayors Executive Committee: 19 white, 2 minority, 1 vacancy
- h) Regional Planning Board: 10 white, 5 minority

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.

The RPB members are appointed by the region's mayors and county board chairs, with one ex officio member each from CATS and NIPC.

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>
CATS	529.3	44.1
Chicago	76.6	6.4
CTA	47	3.9
Metra	44	3.7
NIPC	237	19.8
Pace	40	3.3
Council of Mayors	195	16.3
DuPage County	16	1.3

APPENDIX E
COST ALLOCATION PLANS

NIPC and 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. NIPC also received 100 percent PL funding.

CATS

Due to limits on FTA funds, most CATS projects were given 100 percent PL funding due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit oriented. To the extent that FTA funds were available, five projects received joint funding. The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project. Other projects received SPR funds to supplement the PL funds granted through the UWP process; costs will be split in proportion to the budgets from these two separate FHWA sources.

City of Chicago

Due to limits on FTA funds, all City of Chicago projects were given 100 percent PL funding due to the flexible funding mechanisms of SAFETEA-LU, although many are both highway and transit oriented. The accounting system used by Chicago assures the separate tracking of eligible charges against FTA and PL contracts. Each grant contract 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.

DuPage County and McHenry County

Due to limits on FTA funds, the respective projects for DuPage County and McHenry County were provided 100 percent PL funding.

RTA and Service Boards

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

APPENDIX F

OBJECT CLASS BUDGETS

The following preliminary budgets for the new FTA and PL funds have been calculated based on anticipated contractual costs shown in the UWP and reported fringe and indirect rates. The subregional planning program budget of \$1,168,612 PL is not included. Budget figures include local match.

<u>Object</u>	<u>PL</u>	<u>FTA</u>
Personnel	\$4,161,020	\$767,037
Indirect	\$2,759,447	\$105,685
Fringe	\$2,236,637	\$518,487
Contractual*	<u>\$2,908,461</u>	<u>\$3,009,002</u>
Total:	\$12,065,565	\$4,400,211

* Includes rent, equipment, travel, computer time, etc.

APPENDIX G

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.

APPENDIX H

PROJECT REVIEW COMMENTS

The preliminary UWP was submitted to the Illinois State Clearinghouse and the Northeastern Illinois Planning Commission for 30-day project review. At the date of this publishing, no comments have been received from either the Illinois State Clearinghouse or NIPC.

APPENDIX I

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 - MPO for the northeastern Illinois region.
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 - Comprehensive planning agency for the region.
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 will combine CATS and NIPC to form a single entity to integrate planning for land use and transportation in the seven-county northeastern Illinois region.
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 CATS Policy Committee

APPENDIX J

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.

CATS	Metropolitan Household-Based Activity and Travel Behavior Inventory
CDOT	Mid-City Transitway Phasing Study Red Line (Dan Ryan) Extension Alternatives Study
CTA	Bus Service Future State Vision Demonstration Project New Starts Alternatives Analyses Regional Traveler Behavior Study Project
IDOT	Central Cook-DuPage Corridor Travel Market Analysis CREATE Public Outreach GIS Support for Counties Household Travel Survey I-90 – I290 Corridor Study Illinois Tomorrow – Corridor Planning Grant Program ITS Status Reports and Assessments – Various Routes and Counties Metropolitan Transportation Support Initiative NIPC – Land Use Plan NIPC-Population Trends & Land Use Inventory Northeastern Illinois 2040 Regional Framework Plan Prairie Parkway Corridor Planning Council Quality Management System Real Time Traffic Data Archive & Model Integration Regional Transportation Authority Multi-Modal Options Feasibility Study Regional Transit Coordination Plan Transit Planning & Design Market Analysis – DuPage County Travel Time Validation
Kane	Illinois Route 47 Transportation Corridor Planning Study North Central Transportation Planning Area Study
McHenry	Access Management Ordinance Update Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines County Travel Model and Two Subregional Studies Crash Database and Analysis System Imagine McHenry County Northern Illinois Commuter Transportation Initiative Transit Plan Implementation
Metra	Southeast Service Corridor Suburban Transit Access Route Corridor Union Pacific Northwest Line Corridor Union Pacific West Line Corridor
NIPC	2040 Regional Framework Plan Full Circle Outreach to Public Officials

Planning Technical Assistance
Population, Household & Employment Forecasts
Public Involvement
Regional Transportation Plan

Pace Harvey Transportation Center
Queue Jump – Traffic Signal Priority Project
Service Restructuring Study

Railroads CREATE

RTA *Corridor Planning Studies:*
Cook-DuPage Corridor Study
Corridor Planning Standards
DuPage Phase 1 Community Circulators
North Shore Corridor Travel Market Analysis
South Suburban Commuter Rail Corridor
Intelligent Transportation System (ITS) Projects:
Active Transit Station Signs Demonstration
Bus Arrival Information (BusInfo) System
Multi-Modal Information Kiosk (MMIK) Project
Multi-Modal Trip Planning System (MMTPS)
Parking Management Guidance System Demonstration
Transit Signal Priority (TSP) Projects
Regional Transit Coordination Plan:
Interagency Transit Passenger Information Design
Strategic Regional Transportation Plan

CHICAGO AREA TRANSPORTATION STUDY Non-UWP Funded Planning Studies

Metropolitan Household-Based Activity and Travel Behavior Inventory

The primary goal in this project is to obtain a high-quality data resource for use in maintaining and developing CATS' regional travel demand forecasting models. A secondary goal is to provide a general data resource for other regional planning applications in the region. The Regional Transportation Plan Committee will monitor progress on the effort. A consultant will be hired to design the inventory, develop a data collection instrument, collect the data and develop a data base. The inventory will be initiated in the summer of 2006 and will take two years to complete. Anticipated budget: \$2,461,600 (funding for this effort was originally established through UWP grants during FY's 1999 to 2002 and IDOT SPR funds).

CHICAGO DEPARTMENT OF TRANSPORTATION Non-UWP Funded Studies

Mid-City Transitway Phasing Study

The purpose of this study is to recommend modal and alignment alternatives and define a segment for priority implementation (major investment analysis, engineering and construction). The phasing study has been split into two sets of tasks.

- 1) Right of Way Feasibility Studies: The North-South (Kennedy-Midway) analysis is substantively complete, under final review prior to release. The east-west study (Midway-Ryan) has begun and is due for completion in late 2006 or early 2007; it will also include a more detailed look at transfer station layout and design.
- 2) Usage Estimates: A report presenting ridership estimates for five alternatives is complete. Modeling of long-range (2030) forecasts for all alternatives is complete and the (draft-final) report has been prepared. Additions and minor modifications to this report may be made at a later date as information from other project tasks becomes available. Work has begun on truck forecasts for the busway-truckway alternative, with completion scheduled for late 2006.

Red Line (Dan Ryan) Extension Alternatives Study

The Red Line extension study has included an examination of transportation needs on the Far South Side of Chicago, and the development of alternatives to address these needs. Most of the effort included defining and developing information for possible rail alternatives that would improve public transit access to the Central Area and other parts of Chicago. Preliminary ridership forecasts have been prepared for three rapid transit extension alternatives.

Previously, conceptual plans and capital cost estimates were developed for four rapid transit alternatives between the existing CTA terminal at 95th Street and a proposed new alternative at 130th Street and the Bishop Ford Expressway. An analysis of the potential for the area to be served by a high level of Metra service has also been carried out.

CTA has announced plans to begin a formal FTA-mandated alternatives analysis of Red Line extension alternatives. Work prepared by CDOT has been transmitted to CTA for use in their study.

CHICAGO TRANSIT AUTHORITY Non-UWP Funded Studies

Bus Service Future State Vision Demonstration Project

This is a demonstration project wherein a task force will identify several projects that build on existing projects to provide improvements in communication among CTA's Control Center, field supervisors and operators; real-time information and improved data analysis for service management. This project will pilot many of these initiatives along one route to better understand the impact of implementing this vision for bus service reliability.

New Starts Alternatives Analyses

The Alternative Analyses New Start project will examine alternatives for potential expansions for CTA rail lines. The line extensions and expansion include: the corridor from 95th Station Street on the Red Line to 130th street, the corridor from Midway station on the Orange Line to Ford City Mall, the corridor from Dempster station on the Yellow Line to Old Orchard Road; the Ogden Avenue Corridor; and the Circle Line study corridor which connects CTA's Radial Rail routes. This project will include four sub regional service improvement studies.

Regional Traveler Behavior Study Project

This project will identify rail travel patterns of residents of the Chicagoland area, focusing on mode choice differences. It will build on the findings of the 2000 US Census by providing greater detail of transit trips. It will also assess transit's market share in Chicago, Suburban Cook County and surrounding counties, as well as in Chicago's central business district.

ILLINOIS DEPARTMENT OF TRANSPORTATION Non-UWP Funded Planning Studies

Items listed here reflect studies occurring in northeastern Illinois that are funded with FY07 SPR funds. Studies may also be listed separately under the local agency and are so indicated.

Central Cook-DuPage Corridor Travel Market Analysis (337-07-1)

Study to provide insight into transportation system usage, travel patterns, and travel markets in the corridor. The study will identify and assess mobility issues and lay and form groundwork for developing suitable alternatives. A contract with the Regional Transportation Authority was signed January 29, 2004 and is effective until June 30, 2007. *See RTA section.*

CREATE Public Outreach (354-07-1)

A contract has not been signed for the CREATE Public Outreach effort in FY 05 or FY 06. Federal funds in the amount of \$360,000 remain unspent from HPR-66-001-05 and federal funds in the amount of \$300,000 remain unspent from HPR-66-001-06.

GIS Support for Counties (319-07-1)

Financial assistance is being provided to the 102 Illinois counties in order to develop a Geographic Information System (GIS). This effort includes data collection software purchases and training. Eighty-nine counties have signed agreements with the department. The remaining thirteen county agreements are in different phases of being drafted, reviewed, or signed.

Household Travel Survey (336-07-1)

A consultant contract was signed April 18, 2006 that is effective until 01/31/2008. This consultant will assemble a comprehensive inventory of personal travel characteristics of Chicago residents. *See CATS section.*

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.

Illinois Tomorrow – Corridor Planning Grant Program (292-07-1)

The department has committed a 7th year for this grant program that provides funding for local governments to help them develop land use and infrastructure plans that promote the efficient use of transportation facilities and improved quality of life. Projects selected in FY 07 will be detailed at a later date. In addition, the seventh round of the Corridor Planning Grant applications will be reviewed and evaluated and a set of applications from across the state will be selected for implementation and the contract process will begin. Total funding for this project was requested in FY 2001 and FY 2002.

ITS Status Reports and Assessments-Various Routes and Counties (361-07-1)

The contract with the consultant was extended by the Bureau of Design and Environment through September 30, 2006. This time extension was necessary to accommodate an increased study emphasis in certain areas. Also, due to other ongoing work in District 1, extra time was necessary for the consultant to schedule mutually acceptable dates to meet with the IDOT staff and for IDOT staff to perform a comprehensive review of the consultant's preliminary product. The time extension will allow the Department to receive the highest possible quality product from this study effort.

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.

NIPC – Land Use Plan (298-07-1)

Funding will be provided for the next phase of NIPC's development of the regional comprehensive plan for northeastern Illinois. Continued public out- reach and technical analysis will continue in FY 2007. *See NIPC section.*

NIPC-Population Trends & Land Use Inventory (351-07-1)

A contract with the Northeastern Illinois Planning Commission (NIPC) was signed on 02/02/05 and is effective until 06/30/07. NIPC is developing a land use inventory to monitor and report changes in the structure and geographic distribution of jobs, population and housing. *See NIPC section.*

Northeastern Illinois 2040 Regional Framework Plan (362-07-1)

An agreement with NIPC was signed 02/10/2006 and is effective until 06/30/2007 to initiate a comprehensive planning program to implement the 2040 Regional Framework Plan. An additional \$62,500 is requested for this job number in FY2007. *See NIPC section.*

Prairie Parkway Corridor Planning Council (338-07-1)

This job number will remain in the SPR-PL Planning Work Program but because no RFP or contract was issued in FY 04, FY 05 or FY 06 there is not any new information to provide regarding this job number. Once an RFP is issued, a work program change will be submitted that will update this paragraph. Funding remains in HPR-66-001-04 in the amount of \$100,000.

Quality Management System (365-07-1)

The scope of the quality management system would include the core processes of Planning, Design and Construction of Road and Bridge Improvements. Various project support processes which directly support the core processes will also be included in the registration scope. The implementation will be phased in over the course of four years. Phase II will expand the scope of certification to District One and District Four. Anticipated expenditures include ISO 9001:2000 Implementation and Documentation Training and Internal Quality System Auditor Training. Registration audits are anticipated for both Districts to be conducted in late Spring/Early Summer of 2007.

Real Time Traffic Data Archive & Model Integration (334-07-1)

This job number will remain in the SPR-PL Planning Work Program but because no RFP or contract was issued in FY 04, FY 05 or FY 06 there is not any new information to provide regarding this job number. Once an RFP is issued, a work program change will be submitted that will update this paragraph. The total federal funds available equal \$240,000 from HPR-66-001-04.

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. *See RTA section.*

Regional Transit Coordination Plan (RTCP) (299-07-1)

The agreement with the RTA has been extended to 06/30/07 to evaluate opportunities for coordination between the service providers in northeastern Illinois. The study will continue with systems analysis component to examine the combined impacts of improvements in all aspects of transit coordination – information, physical connections, service and fares. *See RTA section.*

Transit Planning & Design Market Analysis-DuPage County (356-07-1)

The agreement with DuPage County ends June 30, 2006, but possibly will be extended. DuPage County will continue the study to analyze the potential customer service base and local needs for circulator service in 13 municipalities. *See RTA section.*

Travel Time Validation (335-07-1)

This job number will remain in the SPR-PL Planning Work Program but because no RFP or contract was issued in FY 04, FY 05 or FY 06 there is not any new information to provide regarding this job number. Once an RFP is issued, a work program change will be submitted that will update this paragraph. No contract was issued in FY 04 or FY 05. The total federal funds available equal \$200,000 from HPR-66-001-04.

KANE Non-UWP Funded Planning Studies

Illinois Route 47 Transportation Corridor Planning Study

This project entails the development of extensive plans for the Illinois Route 47 corridor to address the existing and future transportation system performance, and plan for desirable land uses while sustaining the region's vision and values through context sensitive solutions. Plans will examine the possibility of enhancing the existing intersections and supporting road networks that feed the IL Route 47 corridor, the feasibility of public transit (including Bus Rapid Transit), and the enhancement of municipal downtowns while planning for additional capacity and safety improvements. Environmental and bicycle/pedestrian features will also be considered. For each strategy, general right-of-way and facility needs, conceptual geometrics, approximate costs, ease of implementation and potential environmental impacts will be quantified. The corridor will be studied in two parts: 1) the north section (North County Line to Beith Road), and 2) the south section (Beith Road to the South County Line). The Illinois Department of Transportation, Villages of Huntley, Gilberts, Pingree Grove, Hampshire, Lily Lake, Elburn, Sugar Grove, Montgomery, Yorkville, Elgin, Burlington, Kane County, McHenry and Kendall Counties and the transit service boards will be invited to participate under the role of the Advisory Committee. Additionally, other municipalities will participate through the Kane/Kendall Council of Mayors. Each of these agencies, communities and organizations will participate to successfully integrate land use, transportation and infrastructure planning throughout the corridor. The study is anticipated to begin in Summer/Fall of 2006. Estimated cost: \$200,000

North Central Transportation Planning Area Study

This project will investigate the land use and transportation issues in the North Central area simultaneously and provide recommendations for roadway improvements and planning and/or rezoning in the subject area for transit/bus-oriented development. The project will develop a comprehensive plan for the area (concentrating on the Priority Places) to include higher density, mixed use developments to attract residents to the area, and encourage use of transit options with the final objective to result in the reduction of vehicle trip generation by 20%. The transit/bus-oriented development plans will also appropriately provide the new residents with amenities within a 5-10 minute walk, further reducing automobile trips. The project partners will include Kane County, the City of Elgin, the Villages of Pingree Grove, South Elgin, and Gilberts, their residents and businesses, and staff from Pace and Metra. A planning area group will be created to provide input to the decision making process, and will be composed of key stakeholders in the area such as civic, neighborhood, community, and business leaders. Participation will also be solicited from the Center for New Urbanism and the Urban Land Institute. Charettes will be held in July, with final plan completion expected in November 2006. Estimated cost: \$97,000

MCHEMRY Non-UWP Funded Studies

Access Management Ordinance Update

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. Estimated cost: \$75,000

Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines

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. Estimated cost: \$1,400,000

County Travel Model and Two Subregional Studies

McHenry County will develop a four-step network equilibrium-based traffic model to better account for local traffic issues consistent with the Chicago Area Transportation Study 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. Estimated cost: \$434,000 (\$66,588 FY07 UWP)

Crash Database and Analysis System

The McHenry County Division of Transportation (MCDOT) has chosen a consultant to assist MCDOT in the integration of crash reports for analysis purposes. When creating the Crash Database and Analysis System, a global approach will be taken so the needs of the crash data can be utilized within multiple departments and agencies in years to come. Consulting to compile and evaluate crashes throughout the county. Estimated cost: \$82,000

Imagine McHenry County

Imagine McHenry County is a nonprofit effort with NIPC 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

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. Estimated cost: \$3,000,000 (\$2,400,000 SAFETEA-LU, \$600,000 IDOT)

Transit Plan Implementation

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). Estimated cost: \$69,750

METRA Non-UWP Funded Studies

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.

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 is currently undertaking an Alternatives Analysis in the UP-NW Corridor to identify a locally preferred alternative to address these issues.

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 is currently undertaking an Alternatives Analysis in the UP-W Corridor to identify a locally preferred alternative to address these issues.

NORTHEASTERN ILLINOIS PLANNING COMMISSION Non-UWP Funded Studies

2040 Regional Framework Plan

This project provides additional support for the comprehensive planning activities needed to promote the implementation of the 2040 Regional Framework Plan. A major focus of the implementation effort will be to tie the Regional framework Plan to local planning, thereby linking land use decisions to regional issues of growth management, transportation and the environment. \$362,650 (Illinois Department of Transportation).

Full Circle

This project will expand the Full Circle community-based data program to inner ring suburbs. Full Circle provides the web technology tools to conduct both the data-gathering and visioning phases for communities to plan future development. \$50,000 (Illinois Department of Commerce and Economic Opportunity).

Outreach to Public Officials

This project will support an outreach agent to maintain regular liaison and communication with key public official leadership groups in the region. The agent will coordinate and marshal other NIPC staff and resources to respond to specific local requests using other available program funds. \$25,000 (Illinois Department of Commerce and Economic Opportunity).

Planning Technical Assistance

This project funds a technical assistance capacity to support the Outreach Agent and Full Circle activities. Activities may include training programs, strategic workshops, counseling and information requests. This project will leverage other program funds for service delivery needs and opportunities. \$25,000 (Illinois Department of Commerce and Economic Opportunity).

Population, Household & Employment Forecasts

This project will supplement the UWP funds programmed to prepare township, municipal and quarter section population, household, employment and land use forecasts and allocate results for areas within and adjacent to the six counties of northeastern Illinois. \$90,000 (Illinois Department of Transportation).

Public Involvement

This project provides additional outreach support for the 2040 regional Framework Plan and the forecasts activities. \$35,000 (Illinois Department of Transportation).

Regional Transportation Plan

This project will engage regional transportation developers, communities and experts in all fields of planning in an interdisciplinary team discussion to identify issues relating to the design of all modes of transportation and the context in which they are planned (context sensitive design), leading to improved and timely coordination among planners, users, and decision makers as facilities are developed or redeveloped. \$75,000 (Illinois Department of Transportation).

PACE Non-UWP Funded Studies

Harvey Transportation Center – Traffic Signal Priority Project (RTA RTAP Funded)

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 15-20 existing traffic signals along 154th Street, Park Avenue 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. \$350,000

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. \$100,000

Section 5307 Grant application: 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. \$1,000,000

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. The railroad industry estimates that it will spend \$200,000 of its own capital funds from July 1, 2006 to June 30, 2007 for planning activities related to CREATE.

REGIONAL TRANSPORTATION AUTHORITY Non-UWP Funded Planning Studies

Corridor Planning Studies

These corridor planning studies are multi-party investigations of new and expanded transportation corridors. Studies typically have a transportation planning component aimed at identifying and determining feasibility for one or more modal options/alignments. In some corridors, municipal partners are leading complementary studies focused on development of transit supportive land use policies/development strategies and local financing mechanisms that are critical to successful implementation of major new transit service.

Cook-DuPage Corridor Study

The RTA is undertaking the Cook-DuPage Corridor Study in partnership with the Illinois Department of Transportation to examine a broad range of transportation system improvements to meet the mobility needs in the western suburbs of Chicago. The corridor spans all or portions of 51 suburban municipalities and the west side of Chicago comprising three Councils of Mayors and two councils of government, two counties and over 1 million residents. Corridor boundaries are Cicero Avenue, the Kane/DuPage county line, Metra's Milwaukee District West Line and the Burlington Northern Santa-Fe Railway. Cook-DuPage is one of several corridors recommended for multi-modal analysis in the 2030 Regional Transportation Plan (RTP). Three major phases of study spanning 2003-2007 are anticipated: 1) Travel Market Analysis, 2) Options Feasibility and 3) Alternatives Analysis. The final two phases will be accompanied by Public Input and Communication.

- The Travel Market Analysis (completed December 2005) identified major travel patterns affecting the corridor, transportation system deficiencies and major mobility problems for corridor level travel. Approximate budget: \$585,000.
- The Options Feasibility Phase will define and screen on a high level a comprehensive list of multi-modal options that will serve intersuburban and reverse commute travel markets; and respond to the major mobility needs identified in the Travel Market Analysis. New potential projects generated as part of the Options Feasibility study to meet identified corridor mobility needs as well as several Regional Transportation Plan proposals will be considered. This phase will produce a small set of options that are capable of achieving technical and policy objectives for further analysis. Approximate budget: \$600,000.
- Alternatives Analysis will build on the results of the Options Feasibility study and undertake a more detailed examination of physical, operational, financial, social and system impacts of feasible options to achieve consensus on a preferred project(s) that can be included in a future Regional Transportation Plan update and built. Alternatives Analysis will differentiate modes and include more detailed engineering, modeling and systems analysis. Approximate budget: \$1,000,000 (partially funded by UWP).
- Public Input and Communications will develop and execute a plan to ensure continuous public input and meaningful public education/outreach materials throughout the development and evaluation of major new transportation improvement alternatives for the Cook-DuPage Corridor. Approximate budget: \$300,000.

Corridor Planning Standards

This study will develop and apply corridor planning standards to enhance effective decision-making for groups of communities anticipating major new transportation investments. These standards, being developed initially for the Cook-DuPage Corridor, can then be customized for application throughout the region. Municipalities acting individually and collectively through a working group will be directly involved in formulating Corridor Planning Standards. This project will develop a community self assessment tool that a community can use to take stock of itself and build a local profile of demographics, economics, transportation assets, community development, travel patterns and other community assets. Community assessment is expected to lay the groundwork for development of Corridor Planning Standards – for mobility, access, safety, efficiency and environment; which can be used to screen transportation improvement options for conformity to local expectations and preferences – in addition to traditional federally prescribed criteria for Major Investment Studies/Alternatives Analysis. Approximate budget: \$250,000.

DuPage Phase 1 Community Circulators

This project builds upon the DuPage Area Transit Plan, the current, official transit Plan of DuPage County. The Plan recommends a suburban transit system comprised of three layers of service; a Bus Rapid Transit corridor connecting Naperville, Oak Brook, O'Hare and Schaumburg; a network of cross county bus and rail Connector routes; and numerous local Circulators. The DuPage Mayors and Managers Conference is undertaking a circulator market analysis and developing detailed service specifications for approximately three new circulators. In addition, the study will develop circulator system planning standards and explore potential solutions to institutional issues that are a prerequisite to successful service deployment. Approximate budget: \$150,000.

North Shore Corridor Travel Market Analysis

This study is a market analysis of the Chicago Transit Authority's Skokie Swift (Yellow Line) to explore the potential need for new intermediate stations on the existing line, and extension of the line north and/or south to serve existing and

emerging travel markets. The market analysis will develop a clear understanding of corridor travel patterns and determine the most viable intermediate station locations and extension options from a market feasibility perspective. The market analysis study area is expected to span all or portions of Evanston, Skokie, Morton Grove, Glenview, Northfield, Northbrook and portions of the far north side of Chicago. Approximate budget: \$150,000.

South Suburban Commuter Rail Corridor

The RTA and the Calumet Corridor Planning Council are cooperating in a multi-modal corridor planning study to explore transportation needs and alternatives in the Southeast Commuter Rail Corridor. The corridor is centered on the Union Pacific/CSX rail line in southeast Cook County and northeast Will County and is one of several corridors recommended for multi-modal analysis in the 2030 Regional Transportation Plan. In conjunction with Metra's alternatives analysis, corridor municipalities will continue to develop their local land use and financing plan in 2006. Approximately budget: \$50,000.

Intelligent Transportation Systems (ITS) Projects

These projects are multifaceted and technically intensive studies and demonstrations of emerging technologies and related capital investments. These RTA and IDOT funded projects will demonstrate and test Intelligent Transportation Systems that have the potential to be regionally significant. These projects include:

Active Transit Station Signs Demonstration

This RTA managed demonstration is testing active signs at four CTA rail stations and Midway and O'Hare Airports. System installation and testing are complete. The ATSS demonstration system will be evaluated for technical, user and operational functionality to determine feasibility of full deployment. Approximate budget: \$3,000,000

Bus Arrival Information (BusInfo) System

The goal of this RTA managed effort is to develop a design for a regional bus arrival system consisting of active bus stop signage. The data generation and route prediction capabilities have been developed in conjunction with Pace and CTA. The RTA has advanced the design, development and integration of BusInfo data with information systems including the RTA's Interactive Voice Response (IVR) system, the Regional Transportation Asset Management System (RTAMS), the Travel Information Center (TIC) and the CTA's Wireless Supervisory Control and Data Distribution System (WSCDDS). A field demonstration is being planned for 5 Pace routes. Approximate budget: \$4,100,000

Multi-Modal Information Kiosk (MMIK) Project

The goal of this RTA managed effort is to develop and demonstrate a web-enabled kiosk information system that provides a centralized source of information on multi-modal travel options in the region. This project is in conjunction with Fiscal Year 2005 UWP# 6335.61- Regional Traveler Information Kiosk Implementation Plan. Eleven (11) kiosks have been installed and are operating at 10 major Chicagoland destinations and transportation centers. The RTA and Pace are working together to expand the number of sites to Pace transportation hubs. Approximate budget: \$700,000

Multi-Modal Trip Planning System (MMTPS)

This RTA managed project will develop a web-based multi-modal trip planning system that provides side by side comparisons of trip itineraries using transit, driving, or any combination of non-motorized modes such as biking and walking. This capability requires the integration of driving directions, transit itineraries, and real-time highway and transit monitoring systems. The MMTPS concept envisions a comprehensive decision support tool for choosing travel options that incorporate convenience, efficiency, and cost – from the traveler's perspective. In March 2005, the RTA kicked-off the project with the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and local stakeholders including IDOT, CATS, UIC and the Center for Neighborhood Technology. Through this partnership with the RTA, the FTA seeks to replicate MMTPS in other regions. The RTA has conducted a web survey at the RTA's TripsWeb and IDOT websites to identify the characteristics of potential MMTPS users and determine the traveler's decision factors when choosing whether to drive, take public transit or both. The RTA also developed wireframes to present proposed user interfaces for accessing MMTPS. The RTA utilized the user research findings and wireframes to develop the MMTPS Concept of Operations, and subsequent Technical Requirements Document.

Parking Management Guidance System Demonstration

This project is part of the RTA 2002 RTAP Program. This Metra managed demonstration will test active guidance signs at parking lots near two Metra stations in Tinley Park and Mokena. Construction of the demonstration system is

substantially complete. The RTA and Metra are working on implementing a technical and user evaluation program with the Federal Transit Administration (FTA). Approximate budget: \$1,100,000

Transit Signal Priority (TSP) Projects

The RTA, in conjunction with the service boards, has established a multi-year program for planning and ultimately regional implementation of TSP. The RTA provided regional coordination for technology evaluations and expansion of the regional signal inventory to include emergency vehicle preemption equipment. This CMAQ funded program includes participation from the service boards, the Chicago and Illinois Departments of Transportation, and various counties and municipalities. The initial program includes operational field tests for Pace Route 352 on Halsted St and the CTA X49 on Western Ave. Approximate budget: \$1,000,000 CMAQ

Regional Transit Coordination Plan (RTCP)

This ongoing effort consists of complimentary projects aimed at enhancing regional mobility by improving opportunities for interagency travel. Initial information-gathering efforts, including focus groups and a transfer location study, were funded through UWP. Subsequent components have been funded in part by grant agreements with IDOT. The Information Coordination, Physical Coordination, Service Coordination, Fare Coordination, and Systems Analysis components of the RTCP have been completed. Follow-up projects include:

Interagency Transit Passenger Information Design

The Information Coordination component of the RTCP recommended demonstration of new passenger information products to increase transit usage at locations served by more than one Service Board. This project will develop maps, route diagrams, schedules and signs that will work together as a system, with a similar look and feel. In cooperation with the Service Boards and municipal partners, prototypes of the information products will be demonstrated and evaluated at five interagency locations. In addition, design standards will be developed for system-wide application if warranted. Approximate budget: \$2,250,000 CMAQ.

Strategic Regional Transportation Plan

The RTA, in partnership with the CTA, Metra and Pace, is launching a comprehensive regional strategic planning effort. This effort will evaluate how public transportation will best fit as a component of a larger, intermodal transportation network that serves our region's mobility needs. This effort will include bold visioning and strategic planning that will shape how we live, work, play and move around our region for the next decade and beyond. The strategic plan will identify both the needs to preserve the existing transit system and determine how new transit investments can improve the region's transportation system.

The RTA, in conjunction with the CTA, Metra and Pace, will lead the effort, supported by a consulting team. This will be done in cooperation with state, regional and local leaders, as well as community and business groups.

Key tasks include the development of a vision as to how transit can best serve the region as an integrated part of the overall transportation system, a comprehensive assessment of the current situation and future trends, the development and evaluation of options for the future, including service delivery and funding, and providing for extensive community and public input. The initial strategic planning effort is scheduled for completion in December 2006.

APPENDIX K

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 UWP Committee began meeting in June 2005 to discuss the development process for the FY 2007 UWP. The intent was to make the process more useful to the agencies involved in UWP development and to make the process more understandable to the public. Discussion focused on what it takes to run the Metropolitan Planning Organization (MPO) and from there evolved into a two-tiered project selection process.

Core Elements

The first tier of the selection process was concerned with Core Elements. This portion of the program was intended to address federal requirements the MPO must fulfill in order to qualify for federal certification of the metropolitan transportation planning process. Table K-1 shows the list of MPO Core Elements finalized by the UWP Committee at its September 15, 2005 meeting. This Core Elements list was presented to the Work Program Committee (WPC) at its September 30, 2005 meeting, where approval was obtained for the UWP Committee to develop the FY07 UWP using a two-tiered system. Prior to the meeting WPC members were given the opportunity to comment on a draft list of Core Elements, which was distributed following a discussion of the UWP development process at the August 12, 2005 WPC meeting. The proposed UWP development process and Core Elements were then presented to the Policy Committee at its October 13, 2005 meeting, where approval was given to proceed with the development process.

Core Elements project submittals were due to the UWP Committee in October 2005, following the Policy Committee meeting. A UWP Committee work group was formed to develop a recommendation on the Core Elements portion of the FY07 program. Three scenarios were presented to the UWP Committee at its December 6, 2005 meeting.

- Scenario 1 was the initial work group recommendation.
- Scenario 2 was developed after discussing Scenario 1 with the agencies individually and including additional funding to cover some specific planning work.
- Scenario 3 was developed by IDOT staff as an attempt to refocus and tighten the Core Elements concept.

All three of the scenarios included funding for Core 1 activities that directly meet MPO federal requirements, and Core 2 activities that support federal requirement efforts. The UWP Committee approved Scenario 2 to recommend to the WPC as the Core Elements portion of the FY07 UWP. The recommendation was presented to the WPC at the December 16, 2005 meeting, along with the two scenarios not selected. The WPC concurred that the UWP Committee was moving the UWP development process in the right direction but stated that the goal should be to move to a Core Elements program closer to scenarios 1 or 3. At its January 12, 2006 meeting the Policy Committee was briefed on the Core Elements recommendation from the UWP Committee and the WPC discussion of the recommendation. The Policy Committee agreed with the direction provided by the WPC.

Table K-2 lists the funding each FY07 UWP project received in the Core Elements portion of the program.

Competitive Selection

The second tier of the development process for the FY07 UWP was a competitive selection process to fund projects important for the region and that represented the principles of “good planning” using the remaining FY07 funds. Emphasis areas were developed by the UWP Committee to help focus the priorities of the FY07 UWP during the Tier II Competitive Selection phase. The final nine emphasis areas are listed below.

1. *Context sensitive solutions* – for shared use arterials
2. *Support for Major Capital Recommendations* – addressing regional planning issues, New Starts, etc.; not addressing NEPA, Alternatives Analysis, facilities development, etc.
3. *Integration of Land Use and Transportation* (encompasses - McHenry County Transportation Policy on land use/farmland)
4. *Study of Multi-Modal Corridors and Service Areas*
5. *Environmental Activities* – regional approaches
6. *Security Planning* – study effectiveness of security measures for recommendations to implementers

Table K-1. Core Elements

Northeastern Illinois UWP - Core Elements

Unified Work Program

- Develop and monitor program

Transportation Improvement Program

- Develop and monitor fiscally constrained program
- Develop and monitor Congestion Mitigation and Air Quality Improvement program

Regional Transportation Plan

- Prepare and Implement Regional Transportation Plan
 - Identify relationship of transportation policy decisions on land use and development (regional land use framework plan) – economic, demographic, environmental protection, growth management and development goals/ transportation decisions related to social, economic, energy, human natural and manmade environment, housing, employment, community development, global competitiveness
 - Prepare socio-economic forecasts
 - Select projects - preservation of existing transportation facilities, preservation of right-of-way, connectivity to roads outside MPA, identification of major transportation investments, system integration and interconnectivity, access and mobility
 - Project's effectiveness, cost effectiveness, life cycle costs

Regional Transportation Planning efforts that roll into Major MPO Products

- Prepare Conformity Determinations
 - Coordination with State Implementation Plan/State Transportation Control Measures
 - Consultation with environmental resource protection and management plans/agency reps.
- Develop regional model
- Maintain Congestion Management System
- Data collection, analysis and development – GIS/Aerial Data/Travel Inventory
- Highway and Transit Assistance - FTA New Starts, traffic forecasts
- Bicycle and Pedestrian Planning - Transportation Enhancements
- Freight Planning - enhancement of freight movements
- Transit Planning - expansion of transit use/Increased transit security
- Management and Operations Planning - travel demand reduction/rideshare services/management strategies
- Planning with Private Providers
- Planning with Protected Populations – Environmental Justice, ADA/Special Grant Programs, Seniors, JARC, New Freedom Initiative
- ITS Planning – Regional Architecture
- Safety Planning
- Planning for Security
- Financial Planning – public and private resources, innovative financing, illustrative projects

Proactive Public Involvement process

- Provide continuous outreach, timely notice to citizens, access to policy and technical information, periodic effectiveness reviews, electronic availability of materials
- provide local input into the region's transportation policy decisions
- facilitate communication between local governments and the regional transportation agencies

Other Embedded Core Elements (administrative):

(These items are intended to be illustrative and are not all inclusive)

MPO designation and re-designation

MPO metropolitan planning area boundaries

MPO agreements:

- MPO and State – Governor
- MPO and State – DOT
- MPO and Transit Operators
- MPO and IEPA/EPA

Table K-1 (continued). Core Elements

<ul style="list-style-type: none">• MPO and air quality non-attainment areas outside the MPA boundary• Distribution of locally programmed STP funds MPO Certification MPO Responsibilities, cooperation and coordination <ul style="list-style-type: none">• MPO and Indiana and Wisconsin Governors on jurisdictional responsibilities• MPO and SEWRPC/NIRPC• MPO and State/FHWA/FTA on major planning products• Relationship between statewide transportation plan and metropolitan plans MPO Compliance• Title VI Consistency• ADA Compliance

7. *Planning for Transit Systems Management/Operations to Increase Ridership*
8. *Safety* – enhancing safety in planning
9. *Arterial Management* – managing coordinated signals, transit signal priority and signal preemption

The first seven emphasis areas were finalized by the UWP Committee at its December 6, 2005 meeting. The last two emphasis areas were added at the direction of the WPC at its December 16, 2005 meeting, when the emphasis areas were reviewed for the committee. The Safety and Arterial Management emphasis areas had been used during development of the FY06 UWP at the direction of the Policy Committee. The FY07 UWP emphasis areas were presented to the Policy Committee for informational purposes at the January 12, 2006 meeting.

Tier II Competitive Selection project submittals were due to the UWP Committee in January 2006. Proposals receiving no funding or only partial funding under the Core Elements could be resubmitted for consideration in Tier II. The proposals were distributed to UWP Committee members without disclosing the requested funding amounts in order to focus the discussion on the merits of the individual proposals. Committee members were given the opportunity to anonymously comment on the proposals. After all comments were compiled and distributed to the committee members, UWP Committee member agencies were asked to classify each proposal into one of three equal-sized groups representing high, medium and low support.

Values of 5, 3 or 1 points were allocated to proposals depending on the category they were assigned to by each UWP Committee member agency. The total values were tallied and proposals were ranked from highest score down to lowest. The proposal rankings were distributed to the UWP Committee and the requested funding amounts were disclosed to the members. Using the rankings as a starting point, final adjustments were made to ensure that the funded projects and their amounts were consistent with agency’s priorities and to ensure funding levels provided for continuity of agency programs. The UWP Committee approved a recommended Tier II Competitive Selection portion of the FY07 program at its April 4, 2006 meeting. This portion of the program and the Core Elements recommendation were combined to create the recommended FY 2007 UWP.

Table K-2 lists the funding each FY07 UWP project received in the Tier II Competitive Selection portion of the program.

Table K-2. Project Funding

	<u>Project Title</u>	<u>Core 1 & Core 2 Funding</u>	<u>Competitive Selection Funding</u>	<u>Total Funding</u>
CATS				
1100.01	Regional Transportation Plan	\$389,300	\$0	\$389,300
1100.08	Bicycle and Pedestrian Planning	\$65,700	\$209,800	\$275,500
1100.13	Financial Planning Scenarios for the RTP	\$30,100	\$0	\$30,100
1100.17	Integrating Land Use and Transportation Planning Processes (CATS)	\$0	\$122,700	\$122,700
1100.18	Regional Planning Board Support (CATS)	\$0	\$122,300	\$122,300
1100.21	Economic Development Aspects of Transportation Planning and Programming	\$0	\$93,670	\$93,670
2351.01	TIP Development and Monitoring	\$647,300	\$0	\$647,300
2351.08	CMAQ Program Development and Monitoring	\$363,500	\$0	\$363,500
2351.09	TIP Database Update	\$0	\$53,600	\$53,600
2354.03	RTP/TIP Conformity Analysis	\$171,900	\$0	\$171,900
2356.02	Coordination of STP with Local Elected Officials	\$106,000	\$63,100	\$169,100
3004.01	Communication and Outreach	\$505,500	\$0	\$505,500
3004.04	RTP Public Engagement	\$17,200	\$0	\$17,200
3004.05	TIP Public Information Activities	\$0	\$89,400	\$89,400
3339.20	Council of Mayors Support and Management	\$174,400	\$173,600	\$348,000
4318.48	Travel/Data Monitoring	\$42,000	\$242,100	\$284,100
4318.68	Household Travel Behavior Inventory Peer Review	\$0	\$10,000	\$10,000
4341.63	Travel Model Development and Support	\$614,100	\$0	\$614,100
5321.16	Congestion Monitoring	\$178,600	\$0	\$178,600
5325.49	Private Providers Task Force Management	\$103,700	\$0	\$103,700
5328.02	ITS Planning /Architecture	\$108,700	\$0	\$108,700
5328.03	Freight [Intermodal] Operations Analysis & Research	\$163,700	\$68,700	\$232,400
5328.05	Transportation Management and Operations Planning & Implementation	\$470,800	\$52,000	\$522,800
5363.16	Seniors and People with Disabilities & Community Mobility	\$98,900	\$0	\$98,900
5366.08	Human Services Transportation Plan	\$0	\$242,800	\$242,800
5382.15	Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects	\$0	\$219,600	\$219,600
6334.19	Highway and Transit Assistance	\$268,000	\$0	\$268,000
6335.72	Enhancement of the Regional Traffic Signal Inventory	\$0	\$321,500	\$321,500
7001.01	UWP Development and Monitoring	\$319,000	\$0	\$319,000
	<i>CATS Total</i>	<u>\$4,838,400</u>	<u>\$2,084,870</u>	<u>\$6,923,270</u>
Chicago				
1100.11	West Loop Transportation Center Phase 2	\$0	\$150,000	\$150,000
2351.02	TIP Development & Monitoring	\$171,500	\$0	\$171,500
2351.07	Preliminary Planning	\$500,000	\$0	\$500,000
4318.69	Central Area Pedestrian Counts	\$0	\$180,000	\$180,000
6335.46	Airport Rail Coordination and Plans	\$0	\$350,000	\$350,000
6336.09	CREATE Planning Support	\$0	\$199,930	\$199,930
	<i>Chicago Total</i>	<u>\$671,500</u>	<u>\$879,930</u>	<u>\$1,551,430</u>
CTA				
2351.03	Program Development-CTA	\$252,790	\$0	\$252,790
2351.10	Data Preparation for RTP	\$25,000	\$0	\$25,000
5325.60	Design of Schedule Analysis Tools for Short-Term Optimization	\$0	\$200,000	\$200,000
6335.20	2007 Customer Satisfaction Survey	\$0	\$210,000	\$210,000
6335.73	Survey of Limited English Proficiency Areas in CTA's Service Area	\$0	\$215,000	\$215,000
	<i>CTA Total</i>	<u>\$277,790</u>	<u>\$625,000</u>	<u>\$902,790</u>
DuPage County				
4341.75	DuPage County Traffic Accident Database System	\$0	\$150,000	\$150,000
	<i>DuPage County Total</i>	<u>\$0</u>	<u>\$150,000</u>	<u>\$150,000</u>
McHenry County				
4341.71	McHenry County Traffic Model	\$0	\$66,588	\$66,588
	<i>McHenry County Total</i>	<u>\$0</u>	<u>\$66,588</u>	<u>\$66,588</u>

Table K-2 (continued). Project Funding

<u>Project Title</u>		<u>Core 1 & Core 2 Funding</u>	<u>Competitive Selection Funding</u>	<u>Total Funding</u>
Metra				
2351.05	Program Development-Metra	\$248,000	\$0	\$248,000
4318.70	Origin-Destination Survey	\$0	\$550,000	\$550,000
4341.73	Regional Model Development	\$94,000	\$0	\$94,000
<i>Metra Total</i>		\$342,000	\$550,000	\$892,000
NIPC				
1100.07	NIPC Regional Transportation Plan	\$200,000	\$0	\$200,000
1100.16	2040 Framework Implementation Toolkit	\$0	\$325,000	\$325,000
1100.17	Integrating Land Use and Transportation Planning Processes (NIPC)	\$0	\$170,000	\$170,000
1100.18	Regional Planning Board Support (NIPC)	\$0	\$358,000	\$358,000
1205.02	Growth Monitoring & Land Use Inventory	\$535,000	\$0	\$535,000
1210.22	Population, Households, & Employment Forecasts	\$475,000	\$0	\$475,000
1604.01	2040 Regional Framework Plan Update	\$0	\$75,000	\$75,000
1604.03	Implementation of the 2040 Regional Framework Plan	\$125,000	\$0	\$125,000
1604.04	Integrating Land Use/Transportation Planning & Sustainability Principles	\$0	\$145,000	\$145,000
3004.03	Public Involvement and Public Information	\$432,698	\$0	\$432,698
4203.02	Geographic Information Systems	\$342,000	\$0	\$342,000
4220.01	Data Services	\$130,000	\$0	\$130,000
4341.74	Land Use Modeling	\$0	\$650,000	\$650,000
<i>NIPC Total</i>		\$2,239,698	\$1,723,000	\$3,962,698
Pace				
5328.93	Rideshare Services Program	\$92,000	\$82,000	\$174,000
5363.17	Pace Paratransit Coordination	\$0	\$450,000	\$450,000
6335.21	Customer Satisfaction Index Survey and Loyalty Program	\$0	\$200,000	\$200,000
6335.71	Arterial Rapid Transit Concept Evaluation	\$0	\$193,000	\$193,000
<i>Pace Total</i>		\$92,000	\$925,000	\$1,017,000
Regional Council of Mayors				
3339.32	Subregional Transportation Planning, Programming and Management	\$1,108,612	\$0	\$1,108,612
4311.54	Council of Mayors Data Collection	\$0	\$60,000	\$60,000
<i>Regional Council of Mayors Total</i>		\$1,108,612	\$60,000	\$1,168,612
RTA				
6334.98	Cook-DuPage Corridor Alternatives Analysis	\$0	\$250,000	\$250,000
6335.70	RTAP Community Transit Improvement Plans	\$0	\$250,000	\$250,000
6607.01	RTAP Station Area Planning - Transit Oriented Development Studies	\$0	\$500,000	\$500,000
<i>RTA Total</i>		\$0	\$1,000,000	\$1,000,000
Program Total		\$9,570,000	\$8,064,388	\$17,634,388

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The Work Program Committee reviews and makes recommendations to the Policy Committee on transportation matters presented to CATS and carries out any other duties the Policy Committee shall assign to it. It coordinates the activities of the committees, subcommittees and task forces reporting to the Work Program Committee.

The Unified Work Program Committee determines the contents of the annual transportation planning work program and monitors its implementation.