

Corrective Action/Recommendation Summary

Review Area	Finding	Corrective Action or Recommendation	Code (CA or R)	Resolution Due Date	Training and/or Technical Assistance Planned
Organization Structure of Study Area (2-1)	Potential confusion on roles of the MPO Policy Committee and CMAP Board	Better document relationship between Board and Policy Committee on CMAP website.	R	None	N/A
Organization Structure of Study Area (2-1)	Reliance on State resources for local match presents risk.	Identify sustainable revenue sources to match Federal planning funds.	R	None	N/A
Organization Structure of Study Area (2-1)	Reimbursement of PL/5303 funds has exceeded MAP-21 time requirements.	Consistently apply revised review process to ensure payment within 15 days.	R	None	N/A
Metropolitan Area Planning Boundaries (2-2)	UZA and/or MPA does not reflect recent Census.	Update UZA and/or MPA to reflect most recent Census.	R	June 1, 2014	N/A
Agreements and Contracts (2-3)	Agreements should receive periodic updates.	Review agreements upon passage of federal surface transportation legislation	R	Within 1 year of passage of multi-year federal surface transportation legislation	N/A
Metropolitan Transportation Plan/Regional Transportation Plan (2-6)	Definition of Regionally Significant Project includes capacity expansion.	FTA New Starts and Small Starts projects advancing to engineering should be accurately itemized in Plan.	R	2014 Plan Update	FTA discussions with MPO and RTA, CTA, Metra, and Pace.
Metropolitan Transportation Plan/Regional Transportation Plan (2-6)	Definition of Regionally Significant Project requires capacity expansion.	Identification of Major Capital Projects should be based on impact, not scope, of projects.	R	2018 Plan Update	FHWA/FTA discussions with MPO Staff, Implementing Agencies

Financial Planning (2-7)	Advanced Construction is threatening fiscal integrity of the TIP.	Develop procedures to address extensive use of AC to accurately track Federal funds by year and by fund type	R	Prior to adoption of FY 15 TIP	Ongoing discussions between FHWA, IDOT, and MPO Staff
Transportation Improvement Program Development and Project Selection (2-9)	MPO is not engaged in the early development of partner programs.	Partner agencies should reach consensus on expectations for involvement in program development.	R	FY 15 Programming Cycle	N/A
Transportation Improvement Program Development and Project Selection (2-9)	STP-Urban funds are suballocated based on population.	Opportunities to expand performance based programming beyond the subregional level should be examined.	R	Upon re-consideration of MOU between City of Chicago and Council of Mayors.	N/A
Transportation Improvement Program Development and Project Selection (2-9)	5307 funds are suballocated between states and within Illinois by predetermined percentages.	TIP and sub-allocation agreements should clearly outline the processes used in prioritizing funding needs.	R	Prior to adoption of FY 15 TIP.	FTA discussions with MPO and RTA, CTA, Metra, and Pace.
Transportation Improvement Program Development and Project Selection (2-9)	Insufficient selection process transparency for new CMAQ projects using unexpended FTA funds.	Update written CMAQ project selection process procedures.	R	Prior to adoption of FY 15 TIP.	N/A
Transportation Improvement Program Development and Project Selection (2-9)	IDOT requirement for copy of FTA TEAM application to approve TDCs.	IDOT should require FTA grantees requesting TDCs to submit necessary information in lieu of TEAM grant.	R	Prior to adoption of FY 15 TIP.	N/A
Integrating Freight in the Transportation Planning Process (2-20)	Project selection should reflect freight planning considerations	Emphasis should be on incorporating freight related measures in project evaluation processes.	R	Ongoing	National Highway Institute/FHWA Resource Center training as appropriate

Environmental Justice Executive Order (3-1)	Benefits and burdens analysis on minority and low income populations is not transparent.	Compare travel times/distances to jobs and amenities for protected populations vs. the region.	R	Prior to adoption of updated MTP and FY 15 TIP.	N/A
Travel Forecasting Methods (3-5)	Models should continue to be refined and enhanced	Activity-based modeling efforts should continue to be fully supported	R	Ongoing	FHWA Resource Center personnel should provide technical review of models as opportunities arise
Intelligent Transportation Systems (3-6)	Draft update to Architecture is prepared	Draft Architecture should be taken through regional approval process	R	2014	N/A