

UNIFIED WORK PROGRAM FOR TRANSPORTATION

Northeastern Illinois
Fiscal Year 2018



CMAP

UWP for Transportation Unified Work Program

Northeastern Illinois
Fiscal Year 2018

The Metropolitan Planning Organization (MPO) Policy Committee was formed in 1955 to develop the first comprehensive long-range transportation plan for the northeastern Illinois region. In 1981, the governor of the State of Illinois and northeastern Illinois local officials designated the MPO Policy Committee as the Metropolitan Planning Organization for the region.

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

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

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Section I: Executive Summary

Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2017 to June 30, 2018) and the competitive funds (3-C Competitive Grant) be expended over a five-year period (July 1, 2017 to June 30, 2022). This year's competitive funds of approximately \$678,000 of federal funds were awarded to CMAP/RTA, CDOT, and Pace. The revenues identified from the FY 2018 UWP funds were approved by the UWP Committee, Transportation Committee, Programming Committee, MPO Policy Committee and CMAP Board.

In June 2017, staff presented to the Board a balanced budget that reflected the use of federal transportation funds, a state local match, local dues and other grants as revenue sources to cover FY 2018 budgeted expenditures. CMAP's FY 2018 budget has been approved by its Board, however, the prospects for a State budget again remain under much debate. Fortunately, in FY 2017 CMAP was able to remain solvent through a combination of local dues, the use of Toll Credits, the receipt of direct payments of federal funds from the U.S. Department of Transportation (USDOT), and ultimately a stop-gap State budget. It is believed the likelihood of using a similar combination of tools is good for FY 2018 should a State budget not be passed in a timely manner. This strategy will also prevent planning delays for recipients of UWP funding that occurred in FY 2017 because of the budget revision process.

On March 8, the UWP Committee approved a proposed FY 2018 Unified Work Program budget, totaling \$21,529,195. This included \$17,222,286 in FHWA and FTA regional planning funds and \$4,513,908 in local match funds. It is anticipated that additional federal funding may become available to CMAP with the extension of the FY 2017 Operating Budget. With this extension, CMAP could potentially reduce its FY 2018 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP Committee to implement a revised budget as appropriate.

The Unified Work Program Committee consists of eight voting members who represent the City of Chicago, CTA, Metra, and Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the Illinois Environmental Protection Agency (IEPA), FHWA and FTA. Member agencies of the

UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 2018 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2017 through June 30, 2018. The UWP Committee developed the FY 2018 program based on the FY 2017 UWP Federal funding earmark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2018 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

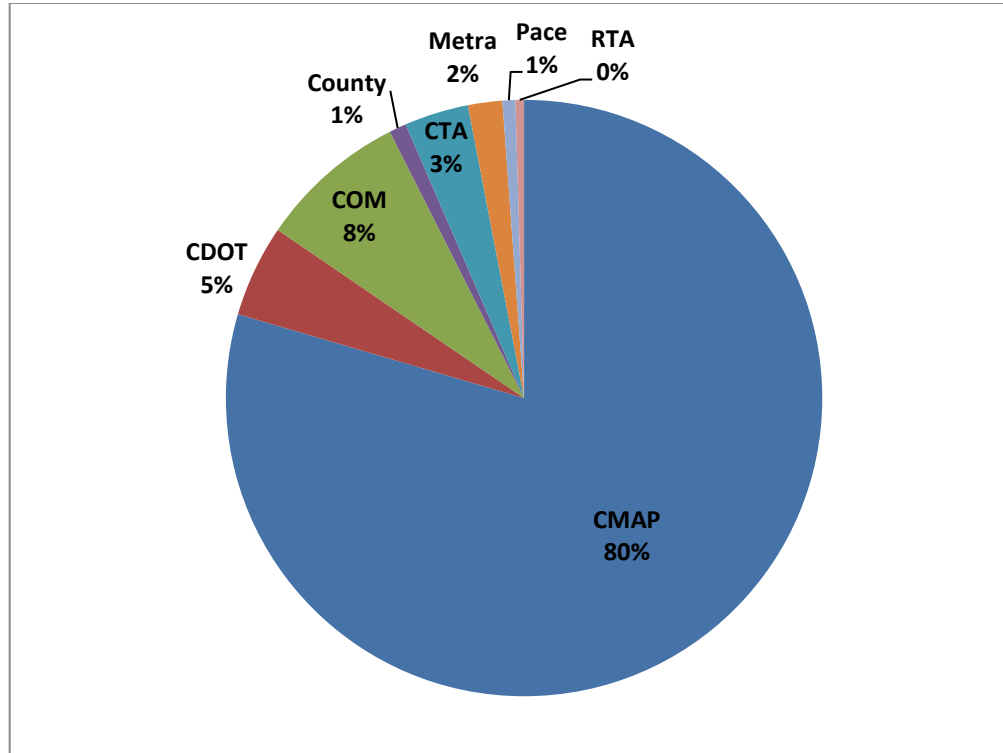
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP budget.

FY 2018 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and McHenry County for core transportation planning activities and CMAP/RTA, CDOT and Pace will be awarded funds under the competitive program. 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 Fixing America's Surface Transportation Act (FAST Act).

Funding by Agency

Figure 1 shows the share of FY 2018 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2018 UWP Funds by Agency



CMAP is receiving 80% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan GO TO 2040, continue planning for the next regional plan ON TO 2050, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 3%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 5% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitates the local Surface Transportation Program (STP)

process and monitors other transportation projects from various funding sources. McHenry County is funded for their Transit Plan Update.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,637,027	11,783,129	3,355,039	16,775,195
CMAP	LTA / Community Planning Program (RTA)	278,400		69,600	348,000
CMAP Total		1,915,427	11,783,129	3,424,639	17,123,195
CTA	Program Development	400,000		100,000	500,000
CTA Total		400,000	-	100,000	500,000
City of Chicago	Chicago Transportation Planning and Programming	660,000		165,000	825,000
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	200,000		50,000	250,000
City of Chicago Total		860,000	-	215,000	1,075,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total		-	1,384,270	554,269	1,938,539
McHenry County	Transit Plan Update	160,000		40,000	200,000
County Total		160,000	-	40,000	200,000
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Monitoring	60,000		15,000	75,000
Pace	Northeastern Illinois Regional Rideshare Services Program	60,000		15,000	75,000
Pace	Pace 2040 Comprehensive Plan Update	200,000		50,000	250,000
Pace Total		320,000	-	80,000	400,000
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
RTA Total		80,000	-	20,000	100,000
FY 18 UWP Total		4,055,427	13,167,399	4,513,908	21,736,734

Funding by Program Category

The FY 2018 UWP is divided into six major program categories that define the scope of work that will be performed during the fiscal year. The program categories are briefly described below. Figure 2 shows the allocation of total FY 2018 UWP funds by category, and Table 2 shows how each project is allocated by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the scope of work to be accomplished with these funds.

1. Regional Transportation Planning

This program category comprises the research, analysis, and regional coordination required to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. Activities in this category include the development of ON TO 2050, the next comprehensive regional plan. Development of the next regional plan is currently underway and it is anticipated to be adopted by the MPO Policy Committee and CMAP Board in October 2018. The budget for this program category totals \$3,784,003 or 17% of the total UWP.

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 the regional comprehensive plan, functional plans, and federal rules. The budget for this program category totals \$3,647,320 or 17% of the total UWP.

3. Public Involvement and Information

The projects in this program category develop and implement mechanisms for obtaining input from partners, stakeholders and communities in the development of UWP funded plans and programs; inform the public about transportation planning activities in the region; and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan, ON TO 2050, fall within this category. The budget for this category totals \$4,473,812 or 21% of the total UWP.

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 budget for this category totals \$3,890,050 or 18% of the total UWP.

5. Special Studies

This category comprises projects focused on operational, demand and information technology strategies to improve the efficiency and effectiveness of the transportation system for all users. The congestion management process falls under this category, as do

other projects including technical studies and management efforts for improving the region's air quality, providing for regional participation and contribution to statewide air quality planning activities. Other activities in this category include ensuring that environmental and federal compliance are properly addressed in the region's transportation plan. The budget for this category totals \$3,129,025 or 14% of the total UWP.

6. Sub regional and Project Specific Studies

The projects in this category comprise the development of 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 \$2,812,525 or 13% of the total UWP.

FIGURE 2: Share of FY 2018 Funds by Category

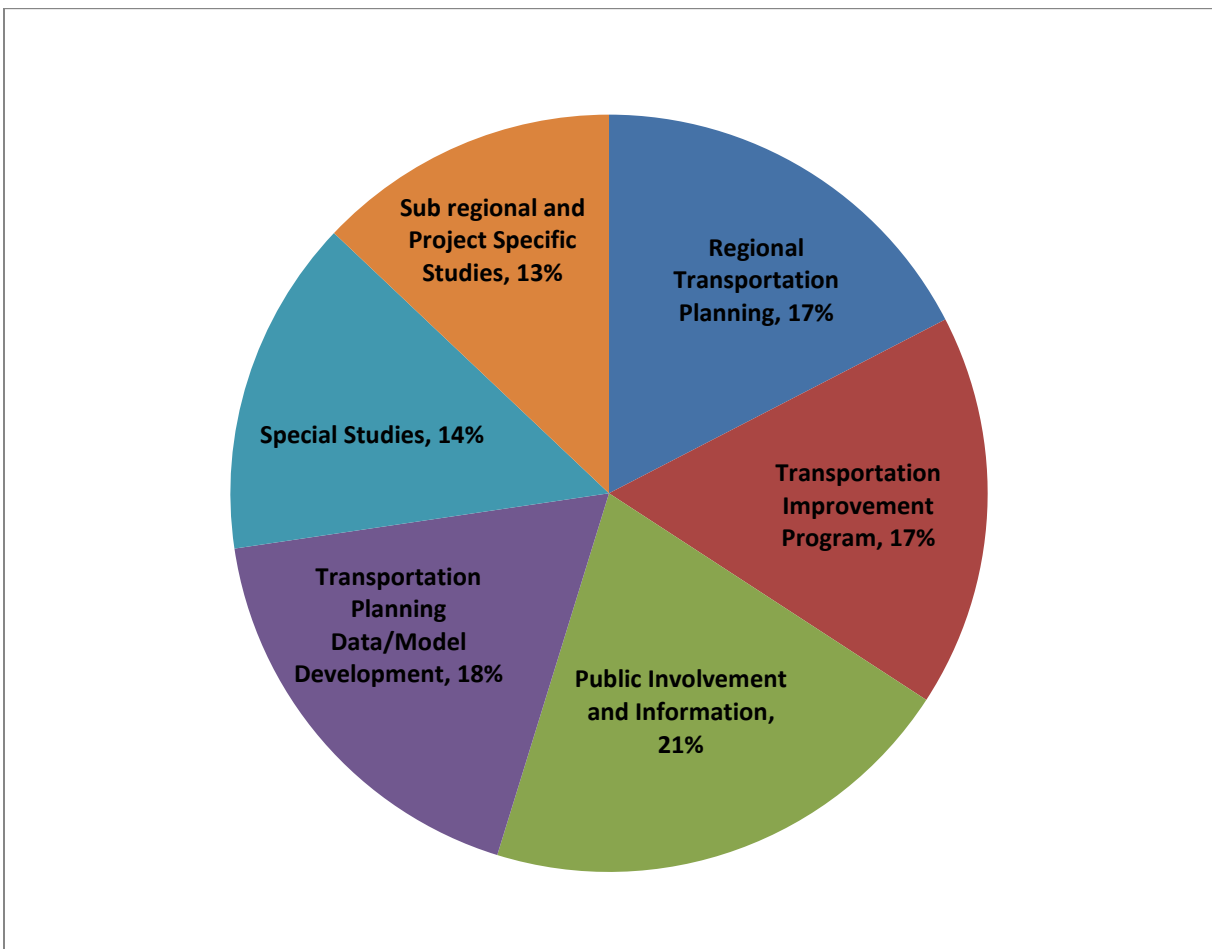


TABLE 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Sub regional and Project Specific Studies
CMAP	MPO Activities	16,775,195	2,798,795	1,610,550	3,417,750	3,890,050	3,054,025	2,004,025
CMAP	LTA / Community Planning Program	348,000			87,000			261,000
CTA	Program Development	500,000		300,000	200,000			
City of Chicago	Transportation and Programming	825,000	82,500	412,500	82,500			247,500
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	250,000	250,000					
Council of Mayors	Sub regional Transportation Planning, Programming and Management	1,938,539	387,708	969,270	581,562			
Metra	Program Development	400,000	40,000	280,000	80,000			
Pace	Rideshare Services Program	75,000					75,000	
Pace	TIP Development and Modeling	75,000		75,000				
Pace	Pace 2040 Comprehensive Plan Update	250,000						250,000
RTA	2018 Regional Transit Strategic Plan Support	100,000	75,000		25,000			
McHenry County	Transit Plan Update	200,000	150,000					50,000
Total		21,736,734	3,784,003	3,647,320	4,473,812	3,890,050	3,129,025	2,812,525
Percentage of Total			17%	17%	21%	18%	14%	13%

Brief Synopses of FY 2018 Recommended UWP Projects

MPO Activities

Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; developing the region's next long range plan, ON TO 2050, supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.

\$16,775,195

Local Technical Assistance (LTA) / Community Planning Program

\$348,000

Purpose: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 3-4 local plans and several smaller-scale follow-up activities.

Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:
\$17,123,195**

Program Development

\$500,000

The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.

Chicago Transit Authority (CTA)

**Agency Total:
\$500,000**

Transportation and Programming	\$825,000
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Purpose: The purpose of this program is to support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.

CREATE Program Planning Support – Passenger & Commuter Rail	\$250,000
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Purpose: The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.

City of Chicago	Agency Total: \$1,075,000
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Sub regional Transportation Planning, Programming and Management	\$1,938,539
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Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.

Council of Mayors	Agency Total: \$1,938,539
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Program Development	\$400,000
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Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning

efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.

Metra	Agency Total: \$400,000
<p>Rideshare Services Program</p> <p>Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.</p>	\$75,000
<p>TIP Development and Modeling</p> <p>Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.</p>	\$75,000
<p>Pace 2040 Comprehensive Plan Update</p> <p>Purpose: This program will provide an update of Pace's Strategic Plan Vision 2020 – timeframe to 2040. In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems improve passenger amenities and advanced vehicle recommended principles. This project will touch on goals that including housing, environmental and economic development, access to jobs and reducing emissions by diverting more travelers out of private cars and on to transit.</p>	\$250,000
Pace	Agency Total: \$400,000
<p>2018 Regional Transit Strategic Plan Support</p> <p>Purpose: The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018.</p>	\$100,000

Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the ON TO 2050 Plan on an ongoing basis. Funding will be used for RTA staff work to complete the Plan and to engage with stakeholders on its implementation.

RTA	Agency Total: \$100,000
<p>McHenry County Transit Plan Update</p> <p>Purpose: McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County.</p> <p>This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.</p>	\$200,000
County Projects (McHenry County)	Agency Total: \$200,000

Section II: Major Scheduled Projects

The projects included in the FY 2018 UWP will result in the development of a large number of products. This section provides a detailed list of products that highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during FY 2018. 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 2018.

	Product	Product Type	Completion Date
Chicago Metropolitan Agency for Planning (CMAP)			
Core MPO Activities			
Local Planning Support			
	Preparation of reports on research and development of new approaches	Outside distribution	Ongoing
	Initiation and completion of LTA projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
Policy Development and Analysis			
	Regional Freight Plan	Outside distribution	April 2018
	Federal and State Legislative Agenda	Outside distribution	January 2018
	Staffing of CMAP Committee structure	In-House	Ongoing
	Develop regional direction for freight investments and related transportation and land use policies.	Outside distribution	Ongoing
	Issue briefs and reports related to transportation finance and tax policy	Outside distribution	Ongoing
	Development of CMAP policy updates	Outside distribution	Ongoing
	Continued monitoring of regional economic indicators	Outside distribution	Ongoing
	Industry Cluster Drill Downs - metropolitan Chicago's traded industry clusters	Outside distribution	April 2018
	Transportation Impacts of Retail Agglomerations, Transportation impacts of Industrial Clusters	Outside Distribution	September 2017, June 2018
	Continued regional coordination on transportation and innovation performance metrics	Outside distribution	Ongoing

Comprehensive Regional Plan Process			
	Complete transportation project evaluation process, 2050 financial plan, and associated engagement with stakeholders on criteria and outcomes.	In-House	Ongoing
	Outreach to local officials, transportation implementers, and other stakeholders	Outside distribution	Ongoing
	Alternative futures scenario development and engagement process	Outside distribution	August 2017
	Policy research on specific topics in the areas of housing, land use, economic development, transportation, environment, and human community development areas identified for the next plan	In-House	Ongoing
	Develop ON TO 2050 framework and associated website.	Outside distribution	Ongoing
	Interim product on initial themes for ON TO 2050 and major new policy directions.	Outside distribution	October 2017
	GO TO 2040 Indicator Tracking	Plan/Program	Ongoing
Communications and Outreach			
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures and flyers	Outside distribution	Ongoing
	Educational Events/Training: Externally focused workshops and forums to build support and awareness of ON TO 2050	Plan/Program	Ongoing
	Video: Develop to educate stakeholders and general public about ON TO 2050	Outside distribution	Ongoing
	Web Maintenance and Development: Content tightly related to GO TO 2040 and ON TO 2050 priorities	Outside distribution	Ongoing
	Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
	Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
Regional Information and Data Development			
	Data-Sharing Hub	Outside distribution	Ongoing
	External Data requests	Outside distribution	Ongoing

	Digital Aerial Image Archive	Outside distribution	Ongoing
	Land Use Inventory	In-house + outside distribution	Ongoing
	Northeast Illinois Development Database	In-House	Ongoing
	Small-Area Employment Estimates	In-House	Ongoing
	Bicycle Count Survey Inventory	In-house + outside distribution	December 2017
	Traffic Signal Inventory	In-house + outside distribution	September 2017
	Conformity Analysis	Plan/Program	Biannually
	Summer Data Collection Program	In-House	Ongoing
	Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
	Regional household travel survey pilot study	In-House	January 2018
Transportation Improvement Program			
	TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
	eTIP Database	Outside distribution	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation report	Outside distribution	August 2017
	TIP Map	Outside distribution	Ongoing
	TIP Training	Outside distribution	Ongoing
	Conformity Analysis and Documentation	Outside distribution	Biannually
	Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
	Analysis of regulatory changes	In-House	Ongoing
	TIP Programmer Resources	Outside distribution	Ongoing
	TIP Brochures	Outside distribution	Ongoing
	Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
	Responses to certification review questions, compilation of documentation	Limited distribution	October 2017
	Update policies, agreements and procedures in response to FAST Act and associated regulations	Limited distribution	October 2017
	Council of Mayors & Planning Liaison program support	Outside distribution	Ongoing

Performance Based Programming			
	Federal Transportation Performance Measure Update	In-House	Ongoing
	Regional Expressway Atlas and Quarterly Congestion Report	Outside distribution	Ongoing
	Develop methods and data for evaluating programming decisions	In-House	Ongoing
	Maintain Signal and other databases	In-House	Ongoing
	Congestion Management Process	Plan/Program	Ongoing
	RTOC/ATTF support	In-House	Ongoing
	Provide data support for freight planning	In-House	Ongoing
	Regional ITS Plan and Architecture	In-House	Ongoing
	FY 18-22 CMAQ and TAP Program	Plan/Program	October 2017
Information Technology Management			
	Functional interface between agency workstations, internal storage area network, and CMAP web services	In-House	Ongoing
	Office technology systems	In-House	Ongoing
	Wiki/CMS Intranet for internal network	In-House	Ongoing
	Support of web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
	Support and development of GIS applications and databases	Plan/Program	Ongoing
	Business continuity planning	In-House	Ongoing
	Support of web-based Regional Data Archive	Outside distribution	Ongoing
Local Technical Assistance (LTA) and Community Planning Programs			
	Selection of approximately 8 new projects to receive grant funding	Outside distribution	October (CMAP) and December (RTA)
	Initiation of local projects	Plan / program	Ongoing
	Completion of local projects	Plan / program	Ongoing
	Process evaluation and preparation for FY 19 applications	In-house	March 2018
Chicago Transit Authority (CTA)			
Program Development			
	Annual Report	In-House	June 2017

	TIP Update	In-House	June 16, 2017
	TIP Update	In-House	Aug 4, 2017
	TIP Update	In-House	Sep 29, 2017
	Capital Amendments CTA/RTA Boards	In-House	2017/2018
	TIP Update	In-House	Nov 17, 2017
	FY 2018 - 2022 CIP - CTA Board	In-House	Nov 15, 2017
	FY 2016 - 2020 CIP - RTA Board	In-House	Dec 14, 2017
	TIP Update	In-House	Jan 15, 2018
	TIP Update	In-House	Mar 15, 2018
	TIP Update	In-House	May 15, 2018
	CMAQ Annual Report	In-House	June 2018
City of Chicago			
Transportation Planning and Programming			
	Interaction with elected officials	Outside distribution	June 2018
	Interaction with the public	Outside distribution	June 2018
	Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	June 2018
	Capital Improvement Program	Plan/Program	June 2018
	Fiscally constrained TIP (CDOT portion) including but not limited to Surface Transportation Program, Congestion Mitigation & Air Quality Program and other fund sources as required.	Plan/Program	June 2018
CREATE Program Planning Support – Passenger and Commuter Rail			
	CREATE Program Planning, Policy, and Advocacy Support Materials	In-house	June 2020
	CREATE Program Planning, Policy, and Advocacy Support Materials	Outside distribution	June 2020
	Specialized Technical Studies and Analyses	In-house	June 2020
	Specialized Technical Studies and Analyses	Outside distribution	June 2020
	Online content and Communication	Outside distribution	June 2020
Council of Mayors			
Sub regional Transportation Planning, Programming and Management			
	Surface Transportation Program		Ongoing
	Congestion Mitigation and Air Quality		Ongoing
	Other Federal Funding Programs		Ongoing

	Other State Funding Programs		Ongoing
	Newsletters/Annual Reports		Ongoing
	Quarterly Reports		Ongoing
	Other Plans/Programs, as needed		Ongoing
	Overall Program Management		Ongoing
	Coordination with CMAP, IDOT, and other agencies		Ongoing
Counties (McHenry County)			
Transit Plan Update			
	Conduct Resident and Worker Transit Survey and Meet with Stakeholders	In-House Distribution	Summer 2017
	Inventory Existing Services and Analysis of Survey Data	In-House Distribution	Fall 2017
	Develop Service Recommendations Tailored to McHenry County	In-House Distribution	Winter 2017
	Prepare Final Report	Outside Distribution	Spring 2018
	Conduct Public Hearings on Transit Service Recommendations	Outside Distribution	Summer 2018
Metra			
Program Development			
	RTA Business Plan	Preliminary Capital Program	September 2017
	Preliminary Capital Program and Budget	Plan/Program	October 2017
	Public Involvement/Comment	Outside Distribution	October 2017
	Final Capital Program and Budget	Outside Distribution	November 2017
	TIP Submittal	Outside Distribution	November 2017
Pace			
Rideshare Service Program			
	Rideshare open seat flyers	Plan/Program	Quarterly
	Develop incentives for carpoolers	Plan/Program	September 2017
	Coordinate with a committee of partners to create a regional impact and expand resources	Plan/Program	Ongoing
	Upgrade ridematching software	Plan/Program	Winter 2017
TIP Development and Monitoring			
	Pace TIP element	In-House	On-going
	Pace fiscal year 2017-2021 Capital Program	In-House	December 2017

	Monitor TIP Program/Projects	In-House	On-going
Pace 2040 Comprehensive Plan Update			
	Develop Vision and Goals	In House/Outside Distribution	November 2017
	Corridor Development	In House/Outside Distribution	January 2018
	Public Involvement	Outside Distribution	June 2018
	Financial Investment	Outside Distribution	October 2018
	Final Report	Outside Distribution	May 2019
RTA			
2018 Regional Transit Strategic Plan Support			
	Draft 2018 Regional Transit Strategic Plan circulated for public comment.	Draft Report	November 2017
	2018 Regional Transit Strategic Plan adopted by RTA Board.	Final Report	January 2018

Section III: Detailed Work Program by Recipient Agency

Chicago Metropolitan Agency for Planning (CMAP)

Project Title	Core MPO Activities
Sponsoring Agency	Chicago Metropolitan Agency for Planning (CMAP)
FHWA/FTA Amount Requested	\$13,420,156
Local Match Amount	\$3,355,039
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$16,755,195

Description and Justification
<p>Brief Description</p> <p>CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
<p>Major Tasks (up to 20)</p> <p><u>Local Planning</u></p> <ol style="list-style-type: none"> 1. Direct technical assistance to communities through the LTA program through staff-led and management of consultant-led projects 2. Regional technical assistance, including Planning Commissioner trainings and research and development of new approaches to be applied in local plans 3. Involvement of partner organizations in LTA projects 4. Analysis of the 2016 municipal survey <p><u>Policy Development and Analysis</u></p> <ol style="list-style-type: none"> 1. Freight Policy - development of Regional Strategic Freight Direction and related policy analysis 2. Major Capital Project Technical Assistance 3. Congestion Pricing - analysis, communications, and outreach 4. Industry Cluster Drill Down Research and Analysis - focus on supply chain trends and regional opportunities and challenges 5. Transportation and Economic Development Indicators – update and refinement of indicators 6. Analysis of Innovative Financing for Transportation

Description and Justification

7. Analysis of State and Local Tax Policy
8. Analysis of Regional Housing and Land Use trends
9. Analysis of Major Development Types and Local Transportation Costs
10. Analysis of Transportation and Environmental Impacts
11. Continuing Research and Analysis for CMAP's Policy Updates
12. Federal Legislation, Regulation, and Policy – monitoring and policy analysis

Comprehensive Regional Plan Development

1. Continued research on transportation, land use, economic, environment, housing, and human and community development topics identified as critical for the next plan
2. Outreach activities to involve stakeholder groups and the general public in plan development

Communications and Outreach

1. Printed Communication Materials
2. Educational Events and Training Sessions
3. Translation Services
4. Video
5. Kiosk Development and Deployment
6. Design Integration
7. Web Maintenance and Development
8. Urban Design Services

Research and Analysis

1. Regional Inventories
2. Long Range Plan Data & Tool Development
3. Data Library Management
4. External Data Requests
5. Advanced Urban Model Development
6. Travel and Emissions Modeling
7. Transportation Data Analysis
8. GO TO 2040 Indicator Tracking
9. Update of Household Travel and Activity Survey

Transportation Improvement Program

1. Update and maintain the TIP, including processing amendments
2. Manage new integrated transportation planning, programming and tracking database
3. Manage CMAQ and TAP obligation and project completion
4. Ensure compliance with federal and state regulatory, statutory, and certification requirements
5. Coordinate IEPA activities with regional requirements
6. Update TIP and EMME networks, run MOVES model to obtain emissions based on travel demand model results
7. Document air quality conformity analysis and process
8. Track obligations and actively manage programs
9. Track and analyze STP-L, CMAQ, TAP-L, and other local fund source project status
10. Facilitate and maintain communication with local elected officials, planning liaisons, and other county, regional, state and national partners

Description and Justification
<ol style="list-style-type: none"> 11. Staff Council of Mayors Executive Committee, Transportation Committee, MPO Policy Committee, CMAQ Project Selection Committee, and Tier II Consultation Team 12. Participate in Council of Mayors transportation, technical and council meetings 13. Complete financial estimates for region-wide transportation programs 14. Ensure air quality standards will be accomplished 15. Analyze regional accomplishments 16. Maintain TIP maps 17. Increase outreach to general public of TIP tools, Communication and Public Involvement <p><u>Performance Based Programming</u></p> <ol style="list-style-type: none"> 1. Performance based funding for highway and transit funding decisions, including development of performance measures, analytic tools, indicators, and communications tools 2. Summary of Local Programming Practices 3. Performance Monitoring 4. CMAQ and TAP Program Development 5. Development of investment/performance relationships 6. Intelligent Transportation System Planning 7. Major Capital Projects Technical Assistance <p><u>Information Technology Management</u></p> <ol style="list-style-type: none"> 1. Maintain and update the IT infrastructure 2. Perform System Administration and computer staff support through management and maintenance of hardware and software for all CMAP computer systems 3. Data Center management and workstation support 4. Business continuity implementation
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>CMAP performs the core required MPO functions. CMAP involves local governments and coordinates planning activities with them, and advances the coordination of transportation planning with land use and other planning. The GO TO 2040 plan, which was adopted in October 2010 and updated in October 2014, is policy-based in nature, and implementing the plan requires closer examination and analysis of elements like innovative financing, tax policies, evaluation criteria, and the impacts of transportation upon land use and economic development. CMAP is responsible for communicating to the public and stakeholder groups all activities and priorities of the CMAP Board and MPO Policy Committee. CMAP is the authoritative source for data and methods used for regional analysis. CMAP promotes online data sharing among MPO partners. Data sharing tools closes a gap in providing transparent decision making tools.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>The proposal responds to a number of the regional priorities: Local Technical Assistance; Long Range Planning/Financial Planning and Innovative Finance/Evaluation Criteria/Implementation of GO TO 2040 Major Capital; Information sharing; Improved access to information; Air Quality Conformity Access to</p>

Description and Justification
Information; Efficient governance; Modernization of the Public Transit System; Financial Planning; Improving Decision-Making Models and Evaluation Criteria for Project Selection.
Is this project a continuation of previous work? If so, please explain.
The proposed activities reflect implementation action areas adopted in the region's long range plan GO TO 2040 and core activity of the MPO and are a continuation of the responsibilities of the MPO.
Who will benefit from the interim or final products of this project?
The products will benefit state and local public officials, transportation implementers, economic development practitioners, business leaders, the non-profit sector and residents of the region.
What is the source of funds for the local match portion of this project?
Illinois Department of Transportation.

Products and Completion Schedule		
Product	Product Type	Completion Date
<u>Local Planning Support</u>		
Preparation of reports on research and development of new approaches	Outside distribution	Ongoing
Initiation and completion of LTA projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
<u>Policy Development and Analysis</u>		
Regional Freight Plan	Outside distribution	April 2018
Federal and State Legislative Agenda	Outside distribution	January 2018
Staffing of CMAP Committee structure	In-House	Ongoing
Develop regional direction for freight investments and related transportation and land use policies.	Outside distribution	Ongoing
Issue briefs and reports related to transportation finance and tax policy	Outside distribution	Ongoing
Development of CMAP policy updates	Outside distribution	Ongoing
Continued monitoring of regional economic indicators	Outside distribution	Ongoing
Industry Cluster Drill Downs - metropolitan Chicago's traded industry clusters	Outside distribution	April 2018
Transportation Impacts of Retail Agglomerations, Transportation impacts of Industrial Clusters	Outside distribution	September 2017, June 2018

Products and Completion Schedule		
Product	Product Type	Completion Date
Continued regional coordination on transportation and innovation performance metrics	Outside distribution	Ongoing
<u>Comprehensive Regional Plan Process</u>		
Complete transportation project evaluation process, 2050 financial plan, and associated engagement with stakeholders on criteria and outcomes.	In-House	Ongoing
Outreach to local officials, transportation implementers, and other stakeholders	Outside distribution	Ongoing
Alternative futures scenario development and engagement process	Outside distribution	August 2017
Policy research on specific topics in the areas of housing, land use, economic development, transportation, environment, and human community development areas identified for the next plan	In-House	Ongoing
Develop ON TO 2050 framework and associated website.	Outside distribution	Ongoing
Interim product on initial themes for ON TO 2050 and major new policy directions.	Outside distribution	October 2017
GO TO 2040 Indicator Tracking	Plan/Program	Ongoing
<u>Communications and Outreach</u>		
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events/Training: Externally focused workshops and forums to build support and awareness of ON TO 2050	Plan/Program	Ongoing
Video: Develop to educate stakeholders and general public about ON TO 2050	Outside distribution	Ongoing
Web Maintenance and Development: Content tightly related to GO TO 2040 and ON TO 2050 priorities	Outside distribution	Ongoing
Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
<u>Regional Information and Data Development</u>		
Data-Sharing Hub	Outside distribution	Ongoing

Products and Completion Schedule		
Product	Product Type	Completion Date
External Data requests	Outside distribution	Ongoing
Digital Aerial Image Archive	Outside distribution	Ongoing
Land Use Inventory	In-house + outside distribution	Ongoing
Northeast Illinois Development Database	In-House	Ongoing
Small-Area Employment Estimates	In-House	Ongoing
Bicycle Count Survey Inventory	In-house + outside distribution	December 2017
Traffic Signal Inventory	In-house + outside distribution	September 2017
Conformity Analysis	Plan/Program	Biannually
Summer Data Collection Program	In-House	Ongoing
Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
Regional household travel survey pilot study	In-House	January 2018
<u>Transportation Improvement Program</u>		
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
eTIP Database	Outside distribution	Ongoing
Active program management reports	Outside distribution	Ongoing
Obligation report	Outside distribution	August 2017
TIP Map	Outside distribution	Ongoing
TIP Training	Outside distribution	Ongoing
Conformity Analysis and Documentation	Outside distribution	Biannually
Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
Analysis of regulatory changes	In-House	Ongoing
TIP Programmer Resources	Outside distribution	Ongoing
TIP Brochures	Outside distribution	Ongoing
Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
Analysis of CMAQ cost revisions	Outside distribution	Ongoing
Responses to certification review questions, compilation of documentation	Limited distribution	October 2017

Products and Completion Schedule		
Product	Product Type	Completion Date
Update policies, agreements and procedures in response to FAST Act and associated regulations	Limited distribution	October 2017
Council of Mayors & Planning Liaison program support	Outside distribution	Ongoing
<u>Performance Based Planning</u>		
Federal Transportation Performance Measure Update	In-House	Ongoing
Regional Expressway Atlas and Quarterly Congestion Report	Outside distribution	Ongoing
Develop methods and data for evaluating programming decisions	In-House	Ongoing
Maintain Signal and other databases	In-House	Ongoing
Congestion Management Process	Plan/Program	Ongoing
RTOC/ATTF support	In-House	Ongoing
Provide data support for freight planning	In-House	Ongoing
Regional ITS Plan and Architecture	In-House	Ongoing
FY 18-22 CMAQ and TAP Program	Plan/Program	October 2017
<u>Information Technology Management</u>		
Functional interface between agency workstations, internal storage area network, and CMAP web services	In-House	Ongoing
Office technology systems	In-House	Ongoing
Wiki/CMS Intranet for internal network	In-House	Ongoing
Support of web-based data dissemination applications	Outside distribution	Ongoing
Support of model development applications	Outside distribution	Ongoing
Support and development of GIS applications and databases	Plan/Program	Ongoing
Business continuity planning	In-House	Ongoing
Support of web-based Regional Data Archive	Outside distribution	Ongoing

Expense Breakdown	
Staff (including overhead) cost	\$13,121,795
Total Person Months	1002
Consultant Cost	\$2,880,650
Other Costs	\$772,750
Total Project Cost	\$16,775,195
Please specify the purpose of consultant costs and time line for expenditure	
See attached description of Consultants	
Please specify the purpose of other costs	
See attached description of other costs. Also attached is a breakdown by program	

CMAP BUDGET SUMMARY FOR FY 18 UWP

Program	Staff (Plus Indirect Costs)	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,913,895	217	\$131,000	\$38,900	\$3,083,795
Policy Analysis and Development	\$2,850,500	197	\$80,100	\$77,450	\$3,008,050
Performance-Based Programming	\$721,700	48	\$0	\$8,700	\$730,400
TIP	\$1,111,500	85	\$110,000	\$12,000	\$1,233,500
Plan Development	\$1,117,500	93	\$0	\$2,200	\$1,119,700
Research and Analysis	\$2,358,200	196	\$885,000	\$416,650	\$3,659,850
Communication	\$1,477,400	130	\$629,550	\$41,100	\$2,148,050
Information Technology Management	\$571,100	36	\$1,045,000	\$175,750	\$1,791,850
TOTAL	\$13,121,795	1002	\$2,880,650	\$772,750	\$16,775,195

CONTRACT DETAIL

Program	Purpose	Amount
<u>Local Planning</u>		
Visualization Support for LTA projects	Renderings, illustrations, and visualizations to be for several ongoing or upcoming LTA projects	\$50,000
MetroQuest	Public engagement tool for the LTA program	\$48,000
Greenhouse Gas Emissions Inventory	Inventory of greenhouse gas emissions for the CMAP region	\$25,000
<u>Communications and Outreach</u>		
Web Development and Maintenance	Support for improving and sustaining the CMAP website	\$185,000
Web Hosting and Support	Hosting and technical services for the CMAP web server	\$25,000
Design Integration	Support for instilling design to maximize impact and usability of CMAP print and web materials	\$200,000
Photo-Videography	Support to create photo and video assets for use in developing the ON TO 2050 Plan	\$54,150
Urban Design	Support for exploring concepts and developing conceptual urban design schemes for the ON TO 2050 Plan	\$125,000
<u>Transportation Improvement Program</u>		
TIP Database Maintenance	Maintenance of new TIP database	\$110,000
<u>Research and Analysis</u>		
Household Travel and Activity Survey	Development of the next regional household travel survey	\$850,000
Regional Transportation Data Archive	Support and develop additional functionality for the data archive which collects roadway sensor data	\$35,000

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
<u>Research and Analysis</u>		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$400,000
<u>Information Technology</u>		
Software Maintenance/licenses	Annual fees	\$395,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$665,000

Equipment	New and replacement of computer equipment	\$100,000
Software	Purchase of new software	\$50,000

Project Title	Local Technical Assistance (LTA) and Community Planning Programs
Sponsoring Agency	CMAP, with suballocation to RTA depending on projects
FHWA/FTA Amount Requested	\$278,400
Local Match Amount	\$69,600
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$348,000

Description and Justification
<p>Brief Description</p> <p>This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 8 local plans and several smaller-scale follow-up activities.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. Both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. CMAP and RTA will jointly host an open house event to help prospective applicants understand eligible project types, showcase previously accepted projects, and propose new project ideas. UWP funding would be used for those projects requiring consultant assistance. Project applications will be due in late June or early July. 2. Review and evaluate projects. CMAP and the RTA will review the applications received and divide them between the agencies based on their appropriateness (i.e. the RTA will receive applications with a heavy transit focus). The transit service boards, Counties, and Councils of Government/Councils of Mayors will be asked to participate in the review process. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following the approval of the selection (Step 3, below), CMAP will then subgrant funds to the RTA to cover the projects that they will administer. 3. Select new projects. For projects administered by CMAP, approval from both the Board and the MPO Policy Committee will be sought in October, with a recommendation from the

Description and Justification
<p>Transportation Committee and Local Coordinating Committee prior to approval. Projects administered by the RTA will be presented to the RTA Board in September.</p> <ol style="list-style-type: none"> 4. Initiate new projects. Successful communities will work with CMAP/RTA to select qualified consultants. 5. Implement selected projects. Each project is expected to result in the adoption of a plan or a regulatory document by at least one unit of local government. Each project is also expected to advance the implementation of GO TO 2040 by translating the principles of the regional plan into local planning practice. 6. Evaluate program success and make adjustments. Each year, CMAP and RTA consider and make modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program.
Competitive Justification <i>(please identify the regional focus area associated with this project)</i>
<p>Local Technical Assistance</p>
Competitive Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i>
<p>This project responds directly to the "Local technical assistance" priority. The focus of the CMAP Local Technical Assistance and RTA Community Planning Program is to provide assistance to local governments through direct, individualized technical assistance. Because of the central role that local governments have in the implementation of GO TO 2040, this work has been identified by the UWP Committee as a high near-term priority.</p>
Competitive Justification <i>(will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain)</i>
<p>Yes. This project directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. The coordination of CMAP and RTA grant programs is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.</p>
Competitive Justification <i>(which particular GO TO 2040 recommendation will this project contribute to or implement?)</i>
<p>This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space, but projects that focus on these topics supplement UWP funding with other sources.</p>
Is this project a continuation of previous work? If so, please explain.
<p>Yes. CMAP and the RTA have submitted joint applications similar to this annually since FY 2014.</p>

Description and Justification
<p>Who will benefit from the interim or final products of this project?</p> <p>The products will benefit local governments (municipalities, COGs, and counties) as well as transportation agencies whose investments are affected by local land use decisions.</p> <p>What is the source of fund for the local match portion of this project?</p> <p>The funds that are subgranted to the RTA will be matched by RTA funds and match provided by the local project sponsors. The funds that are programmed by CMAP will be matched by the Illinois Department of Transportation, match provided by the local project sponsors, and other sources.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Selection of approximately 8 new projects to receive grant funding	Outside distribution	October (CMAP) and December (RTA)
Initiation of local projects	Plan / program	Ongoing
Completion of local projects	Plan / program	Ongoing
Process evaluation and preparation for FY 19 applications	In-house	March 2018

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$348,000
Other Costs	\$
Total Project Cost	\$348,000
<p>Please specify the purpose of consultant costs and time line for expenditure</p> <p>All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to be initiated in the first half of 2018 and will be completed in 2019.</p> <p>Please specify the purpose of other costs</p> <p>N/A</p>	

Chicago Transit Authority (CTA)

Project Title	Program Development
Sponsoring Agency	Chicago Transit Authority (CTA)
FHWA/FTA Amount Requested	\$400,000
Local Match Amount	\$100,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$500,000

Description and Justification
<p>Brief Description</p> <p>The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Annual Reports 2. TIP Updates (several per year) 3. Capital Amendments CTA/RTA Boards (on a quarterly basis) 4. FY 2018 - 2022 CIP - CTA Board 5. FY 2018 - 2022 CIP - RTA Board 6. CMAQ Annual Report 7. Develop CTA's capital programs scenarios for inclusion in the five-year regional TIP. 8. Identify and analyze potential capital projects for funding eligibility. 9. Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP. 10. Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Yes, support for this project allows CTA to continue processes to meet its core MPO responsibilities. The development of the capital program of projects for inclusion in the TIP enables the CTA to continue and also implement new projects that will modernize existing infrastructure, including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replacement of rail/bus rolling stock; renewing or improving CTA facilities, implementing customer based information systems; and continuing planning for major capital modernization projects for the Blue and Red Lines, and planning for the extension of the south segment of the Red Line.</p>

Description and Justification
The development of CTA's five year capital program focuses on projects that are affordable, safe, and efficient: all objectives of CMAP, the Metropolitan Planning Organization (MPO). The programs of projects are integrated into the CMAP region's plan for transportation projects. Tasked/scoped work provides for CTA staff to prepare and present the capital program to the CMAQ Transportation Committee and to the MPO Policy/CMAQ Board for approval into the Northeastern Illinois Region's transportation plan.
Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i>
Modernization of the Public Transit System; capital investments directed toward safety, State of Good Repair (SOGR), reliability, and controlling operational costs.
Is this project a continuation of previous work? If so, please explain.
Yes, support for this project would be a continuation of previous UWP Core Project funding for CTA for similar work in previous years and the need to develop and update capital programs and coordinate with regional plans is ongoing.
Who will benefit from the interim or final products of this project?
Development of CTA's five-year capital program includes projects located throughout the entire service area. This project will therefore facilitate improvements that will help provide travel options and thereby provide congestion relief to the city and region. Current and future CTA customers from all over the region will benefit from improved bus and rail service.
What is the source of funds for the local match portion of this project?
CTA Operating Funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-House	June 2017
TIP Update	In-House	June 2017
TIP Update	In-House	August 2017
TIP Update	In-House	September 2017
Capital Amendments CTA/RTA Boards	In-House	2017/2018
TIP Update	In-House	November 2017
FY 2018 - 2022 CIP - CTA Board	In-House	November 2017
FY 2016 - 2020 CIP - RTA Board	In-House	December 2017
TIP Update	In-House	January 2018
TIP Update	In-House	March 2018

Products and Completion Schedule		
Product	Product Type	Completion Date
TIP Update	In-House	May 2018
CMAQ Annual Report	In-House	June 2018

Expense Breakdown	
Staff (including overhead) cost	\$339,550
Total Person Months	51
Consultant Cost	
Other Costs	
Indirect Costs	\$160,450
Total Project Cost	\$500,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

City of Chicago, Department of Transportation (CDOT)

Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Department of Transportation (CDOT)
FHWA/FTA Amount Requested	\$660,000
Local Match Amount	\$165,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$825,000

Description and Justification
<p>Brief Description</p> <p>To support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Surface Transportation Program Development and monitoring 2. General Liaison 3. Technical Assistance and Studies 4. TIP Development and Monitoring 5. Participation in CMAP committees including the CMAP Board, MPO Policy Committee, Transportation Committee, CMAQ Project Selection Committee, UWP Committee, etc. 6. Work with CMAP and other agencies on the development and implementation of performance measurements as per Federal requirements. 7. NOTE: Additional detail is provided in the accompanying addendum
<p>Core Justification (<i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i>)</p> <ol style="list-style-type: none"> 1. TIP: Develop, maintain and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines. 2. RTP: Assist with the implementation of GO TO 2040 by developing and representing the City of Chicago's transportation plans, projects and programs within the regional process. 3. UWP: Advance the goals and focus areas of the UWP through the participation of the City of Chicago. 4. Public Involvement Plan: Assure public involvement at the project level. 5. Federal Requirements: Federal law requires the participation of the City of Chicago in the MPO planning process.

Description and Justification
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>This proposal addresses all of the regional priorities as it allows the City of Chicago Dept of Transportation to fully participate in the regional planning effort and to plan for future transportation needs in a coordinated and comprehensive fashion.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>This funds the on-going participation of the City of Chicago in the regional planning process.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Residents, businesses and visitors of the City of Chicago, the northeastern Illinois region, the State of Illinois and the nation.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>City of Chicago</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	June 30, 2018
Interaction with the public	Outside distribution	June 30, 2018
Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	June 30, 2018
Capital Improvement Program	Plan/Program	June 30, 2018
Fiscally constrained TIP (CDOT portion) including but not limited to Surface Transportation Program, Congestion Mitigation & Air Quality Program and other fund sources as required.	Plan/Program	June 30, 2018

Expense Breakdown	
Staff (including overhead) cost	\$825,000
Total Person Months	82
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$825,000

Expense Breakdown
Please specify the purpose of consultant costs and time line for expenditure
N/A
Please specify the purpose of other costs
N/A

ADDENDUM TO THE CITY OF CHICAGO'S APPLICATION FOR FY18 UWP CORE FUNDING

Proposed FY18 Scope of Services

1. Surface Transportation Capital Improvement Program Assistance

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

2. STP Program Development

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

- c. Coordinate with appropriate City personnel and other agencies as needed to adhere to the established TIP schedule.
- d. Develop an annual and a multi-year program, which are fiscally constrained and realistic in terms of implementation time frame. Submit programs to CMAP in conjunction with the TIP development schedule and associated deadlines and revise as necessary.
- e. Select regionally significant project as per our negotiated STP split agreement with the Council of Mayors and present such project to the Council.
- f. Work with CMAP, Council of Mayors, FHWA and others to develop and implement an improved performance based programming of STP funds as required by Federal law/rules.

3. General Liaison

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

4. Technical Assistance and Studies

- a. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and develop alternatives, schedules, budgets, etc.

Examples of previous studies using UWP funding are:

- i) High Speed Rail coordination and future demand estimates
- ii) North Branch Truckway concepts

- iii) Supplemental work on Near South Study (parking and traffic)
 - iv) In-house coordination for Union Station Master Plan
 - v) In-house coordination for CTA Mode of Access Survey
 - vi) Conceptual planning for the Union Station Transportation Center
 - vii) Complete Streets initiative
 - viii) Force account expenses associated with other planning studies funded with State or City resources
- b. Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
 - c. Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
 - d. Participate with community organizations, institutions and individuals in evaluation of traffic and other transportation operations and in defining capital project scopes of work prior to preliminary engineering.
 - e. Consult with project implementors during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
 - f. Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
 - g. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
 - h. Review transportation-related legislation, regulations, policies and subregional/local plans
 - i. Respond to written and oral requests and inquiries.
 - j. Assist other public agencies on planning projects.

5. TIP Development & Monitoring

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

Project Title	CREATE Program Planning Support-Passenger & Commuter Rail
Sponsoring Agency	CDOT
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

Description and Justification
<p>Brief Description</p> <p>The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Support CREATE Advocacy Working Group activities including developing and maintaining website content, presentations, fact sheets, Geographic Information Systems (GIS) maps, materials for elected officials and stakeholders, and other communications materials. 2. Provide logistical coordination and presentation material support for updates and briefings to Chicago-area civic and business organizations via regular civic meetings/tours. 3. Provide specialized technical analysis and policy support to develop recommendations for CDOT on infrastructure planning, finance, and federal, state, and local policy regarding freight, commuter, and intercity passenger rail (including high speed rail). 4. Support CDOT's relationship with other federal, state, and local transportation agencies (including but not limited to FHWA, FRA, FTA, USDOT, STB, IDOT, ICC, CMAP, RTA, Metra, CTA, Pace, and various county and municipal government entities) regarding technical aspects of the CREATE Program. 5. Support the development of materials to facilitate testimony by the CREATE partners at public hearings and meetings/briefings with federal, state, and local elected officials and other stakeholders. 6. Facilitate communications with affected communities, businesses, and related stakeholders to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program. 7. Facilitate outreach to relevant national, state, and local freight, transportation and business organizations to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program. 8. Develop communications materials and facilitate outreach to support the pursuit of Federal, state, and local transportation funding for CREATE projects, including but not limited to the upcoming

Description and Justification
<p>surface transportation legislation reauthorization and any other relevant transportation funding legislative initiatives.</p> <ol style="list-style-type: none"> 9. Conduct assessments of the impacts of the CREATE program on specific stakeholders, including but not limited to: rail freight services; rail passenger services; adjacent property owners, tenants, and other abutters; employment and other economic opportunities. 10. Conduct specialized analyses and technical studies to advance institutional and financial support for CREATE and related initiatives. Such analyses and related data collection and forecasting activities may cover a range of topics, including but not limited to: Chicago area railroad traffic and operations trends; Chicago area intercity passenger rail (including high speed rail) travel demand and related operations and capital investment needs; assessments of the economic impacts of the CREATE Program and related freight rail, intercity passenger/high speed rail, and commuter rail initiatives. 11. Provide graphics, word processing, and other publishing and presentation support for reports, policy recommendations and other technical documentation for public dissemination. 12. Enhance and maintain internet/website and social media presence and content.
<p>Competitive Justification <i>(please identify the regional focus area associated with this project)</i></p> <p>Planning work towards GO TO 2040 Implementation</p>
<p>Competitive Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>As noted in the GO TO 2040 plan: "The regional and national significance of CREATE make it a high priority. This public-private partnership ... should complete strategic upgrades of four critical corridors over the next two decades. Despite substantial progress ... CREATE needs to prioritize the remaining 61 projects and aggressively secure funds to implement them." These planning support services are essential to CDOT and the CREATE partners achieving these objectives.</p>
<p>Competitive Justification <i>(will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain)</i></p> <p>The GO TO 2040 plan states: "... the consumption of goods carried on our freight network creates jobs and boosts our economy, [but] freight bottlenecks caused by inadequate infrastructure ... hurts our economy." It also says that "the mobility enabled by transit helps our economy and quality of life" and "investments should be focused on maintaining and modernizing our transit system." These planning support services are essential to achieving both of these objectives as well as enhancing the environment.</p>
<p>Competitive Justification <i>(which particular GO TO 2040 recommendation will this project contribute to or implement?)</i></p> <p>These services will contribute to the implementation of three Go To 2040 recommendations: 10. Invest Strategically in Transportation; 11. Increase Commitment to Public Transit; and 12. Create a More Efficient Freight System.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes. Similar services have been instrumental to the success of the CREATE Program so far by providing planning, technical, policy, advocacy, and related support as needed to successfully achieve the goals of the CREATE Program, consistent with the Regional Plan.</p>

Description and Justification
<p>Who will benefit from the interim or final products of this project?</p> <p>Continuation of these planning support services at this stage of the CREATE Program will be key to improving regional commuter and passenger rail capacity and service, which is a primary focus of the major CREATE projects that are yet to be funded and completed. The primary beneficiaries of these projects will be people, businesses, and other organizations that depend upon Metra and Amtrak service, while regional freight service will also continue to benefit strongly.</p> <p>What is the source of fund for the local match portion of this project?</p> <p>City of Chicago</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
CREATE Program Planning, Policy, and Advocacy Support Materials	In-house	2017-2020
CREATE Program Planning, Policy, and Advocacy Support Materials	Outside distribution	2017-2020
Specialized Technical Studies and Analyses	In-house	2017-2020
Specialized Technical Studies and Analyses	Outside distribution	2017-2020
Online content and Communication	Outside distribution	2017-2020

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	10
Consultant Cost	\$300,000
Other Costs	\$
Total Project Cost	\$300,000
<p>Please specify the purpose of consultant costs and time line for expenditure</p> <p>The consultant will be responsible for performing the activities described in the tasks set out above in order to achieve the goals of ensuring that the remaining CREATE investments maximize public benefit.</p> <p>Please specify the purpose of other costs</p> <p>N/A</p>	

Council of Mayors

Project Title	Subregional Transportation Planning, Programming, and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,384,270
Local Match Amount	\$554,269
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,938,539

Description and Justification
Brief Description <p>To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>
Major Tasks (up to 20) <ol style="list-style-type: none"> 1. Communication and Public Involvement 2. General Liaison Services 3. Program Development and Monitoring - Development of STP and monitoring of all funding sources 4. Active Program Management 5. Technical Assistance
Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i> <p>The Planning Liaison (PL) program provides a direct link between municipalities, counties, CMAP, IDOT and other partner agencies working to accomplish core activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of GO TO 2040 and the development of ON TO 2050, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.</p>
Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i> <p>Planning work toward continual implementation of GO TO 2040 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.</p>
Is this project a continuation of previous work? If so, please explain. <p>The PL program is a continuous program.</p>

Description and Justification
<p>Who will benefit from the interim or final products of this project?</p> <p>The region's municipalities, counties and transportation agencies and the constituents of these bodies.</p> <p>What is the source of funds for the local match portion of this project?</p> <p>Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Surface Transportation Program		Ongoing
Congestion Mitigation and Air Quality		Ongoing
Other Federal Funding Programs		Ongoing
Other State Funding Programs		Ongoing
Newsletters/Annual Reports		Ongoing
Quarterly Reports		Ongoing
Other Plans/Programs, as needed		Ongoing
Overall Program Management		Ongoing
Coordination with CMAP, IDOT, and other agencies		Ongoing

Expense Breakdown	
Staff (including overhead) cost	\$1,938,539
Total Person Months	192
Consultant Cost	
Other Costs	
Total Project Cost	\$1,938,539
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

SCOPE OF SERVICE/RESPONSIBILITIES

FY 2018 PLANNING LIAISON (PL) SCOPE OF SERVICES

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2018 UWP.

Communication & Public Involvement

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP transportation policies, programs and initiatives to local officials and stakeholders, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will be the primary public contact for local government projects in the Interactive TIP Map. The PL program will actively work to assist CMAP staff with the implementation of GO TO 2040 as well as the development of ON TO 2050 regional comprehensive plan.

General Liaison

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives. The PL staff will participate in and provide input on local planning initiatives as well as regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and *Go To 2040*, specifically the CREATE program and other major capital projects, the IDOT Eisenhower Expressway (I-290) study, the Southeast Commuter Rail Service, the Cook-DuPage Corridor Study, Tollway planning efforts (including the I-294 Central Tri-State Corridor, IL 53 North Extension and I-88/IL Route 47 interchange), FAST Act implementation, and other studies.

Program Development – Surface Transportation Program

The PL staff will facilitate the Surface Transportation Program (STP) according to local Council methodologies developed in coordination with CMAP while meeting federal requirements. The PL staff will assist in the development of sub-regional annual and multi-year, multi-modal transportation improvement programs consistent with regional strategies and will be responsible for programming STP projects in the CMAP TIP database and for facilitating the implementation of projects through the Illinois Department of Transportation.

Program Monitoring

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as reviewing applications and assisting in implementation for locally sponsored STP projects. The PL program will take an active role in the Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TAP) project application review, selection and implementation process. Additional assistance, monitoring and review will be provided for the Safe Routes to School Program, Highway Bridge

Replacement and Rehabilitation Program, High Priority Projects Program, Highway Safety Improvement Program, Illinois Transportation Enhancement Program and other fund sources under MAP-21 as well as fund sources under the FAST Act, including the Surface Transportation Block Grant Program and National Highway Performance Program.

Technical Assistance

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

Counties

Project Title	McHenry County Transit Plan Update
Sponsoring Agency	McHenry County
FHWA/FTA Amount Requested	\$160,000
Local Match Amount	\$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200,000

Description and Justification
<p>Brief Description</p> <p>To update the Transit Component of the McHenry County 2040 Long Range Transportation Plan by assessing the current market conditions for successful transit service and determining appropriate transit solutions to address underserved areas of the County.</p> <p>McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County.</p> <p>This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Analyze countywide transit growth potential and demographics. 2. Survey of current transit users and non-users about their transit preferences and needs. 3. Conduct public and private stakeholder focus group meetings. 4. Analyze survey data and develop a spectrum of potential service options. 5. Estimate the costs and potential ridership of all identified service options. 6. Assess the feasibility of utilizing various funding mechanisms to implement service. 7. Prepare a plan with concrete service recommendations and implementation strategies. <p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p>

Description and Justification
<p>The McHenry County Transit Plan Update will attempt to bring the County's transit system in closer alignment with the goals and objectives of GO TO 2040. By fundamentally rethinking the existing transit system in McHenry County, this project will modernize public transit in the exurbs and foster collaboration among many local units of government. This project will bring together ideas from the transit agencies, the County, seventeen townships and twenty-nine municipalities to craft a way forward to provide cost effective public transit in low to medium-density areas. In addition, the neighboring Counties of Boone, Lake and Kane will also be engaged in the planning process to improve transit service connections throughout the region.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>The CMAP region has as two of its high priorities, "investing strategically in transportation" and "increasing our commitment to public transit". This core planning project addresses both of these regional priorities by determining the most efficient type of public transit service to provide in McHenry County and identifying implementation strategies to expand these services to our transit-dependent residents. By doing this McHenry County will be able to strategically expand public transit services during this time of scarce resources and inadequate funding.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, this project will update the Transit Component of the McHenry County 2040 Long Range Transportation Plan. The previous transit plan focused heavily on three existing Pace bus routes in McHenry County and proposed several new fixed bus routes. While these recommendations were valuable, the previous plan did not explore how alternative public transit services, such as dial-a-ride (paratransit) and Transportation Network Companies like Uber and Lyft, could also be used to meet the needs of McHenry County residents in a cost efficient manner.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>All residents of McHenry County will benefit from the final products of this plan update, including existing transit riders who will receive services more closely tailored to their needs but also transit-dependent riders who are not able to access services at all. In addition, all municipalities and townships in McHenry County will benefit from this study, as well as the County of McHenry. Finally, Pace, Metra and the RTA will benefit from the provision of more efficient transit services.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>McHenry County matching funds (RTA Collar County Empowerment Sales Tax)</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Conduct Resident and Worker Transit Survey and Meet with Stakeholders	In-House Distribution	Summer, 2017
Inventory Existing Services and Analysis of Survey Data	In-House Distribution	Fall, 2017

Products and Completion Schedule		
Product	Product Type	Completion Date
Develop Service Recommendations Tailored to McHenry County	In-House Distribution	Winter 2017
Prepare Final Report	Outside Distribution	Spring 2018
Conduct Public Hearings on Transit Service Recommendations	Outside Distribution	Summer 2018

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$200,000
Other Costs	\$0
Total Project Cost	\$200,000
Please specify the purpose of consultant costs and time line for expenditure <ol style="list-style-type: none"> 1. Analyze countywide transit growth potential and demographics. 2. Survey of current transit users and non-users about their transit preferences. 3. Conduct public and private stakeholder focus group meetings. 4. Analyze survey data and develop a spectrum of potential service options. 5. Estimate the costs and potential ridership of all identified service options. 6. Assess the feasibility of utilizing various funding mechanisms. 7. Prepare a plan with concrete service recommendations and implementation strategies. 	
Please specify the purpose of other costs N/A	

Metra

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

Description and Justification
<p>Brief Description</p> <p>Program Development of capital transit planning and development</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Provides multi-jurisdictional transit planning 2. Addresses regional transportation improvement, enhancement and innovation 3. Provides safety and security planning 4. Addresses congestion mitigation 5. Serves as an outlet for proactive participation 6. Utilizes asset management planning tools
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>Regional transportation planning, development of the TIP, public involvement</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>MPO (CMAP), transit agencies, Metra commuters and regional municipalities</p>

Description and Justification
What is the source of funds for the local match portion of this project?
Metra Funds

Products and Completion Schedule		
Product	Product Type	Completion Date
RTA Business Plan	Preliminary Capital Program	September 2017
Preliminary Capital Program and Budget	Plan/Program	October 2017
Public Involvement/Comment	Outside Distribution	October 2017
Final Capital Program and Budget	Outside Distribution	November 2017
TIP Submittal	Outside Distribution	November 2017

Expense Breakdown	
Staff (including overhead) cost	\$400,000
Total Person Months	48
Consultant Cost	\$
Other Costs	\$0
Total Project Cost	\$400,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

Pace

Project Title	TIP Development and Monitoring
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$60,000
Local Match Amount	\$15,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$75,000

Description and Justification
Brief Description To develop a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five year regional TIP.
Major Tasks (up to 20) <ol style="list-style-type: none"> 1. Develop Pace's capital program for inclusion in the five-year TIP. 2. Update TIP to include all new project information for 2018-2022. 3. Provide analysis of Capital Projects identifying impact on air quality for CMAQ conformity. 4. Monitor progress of the TIP Conformity Analysis.
Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i> Yes, Pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates on core activities including: transportation planning, public involvement and Transportation Improvement Plan.
Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i> Modernization of the Public Transit System.
Is this project a continuation of previous work? If so, please explain. Yes, Pace received funding for the TIP in last year's UWP process.
Who will benefit from the interim or final products of this project? Not only Pace customers, but users of all types of transit service through better regional cooperation.
What is the source of funds for the local match portion of this project? Pace Funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Pace TIP element	In-House	On-going
Pace fiscal year 2017-2021 Capital Program	In-House	December 2017
Monitor TIP Program/Projects	In-House	On-going

Expense Breakdown	
Staff (including overhead) cost	\$75,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

Project Title	Northeastern Illinois Regional Rideshare Service Program
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$60,000
Local Match Amount	\$15,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$75,000

Description and Justification
<p>Brief Description</p> <p>The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.</p> <p>The grant will fund:</p> <ol style="list-style-type: none"> 1. Commuter services and support 2. Marketing open rideshare seats and newly forming groups 3. Promoting the program to attract more participation thus achieving critical mass to produce matching results even in less dense areas 4. Website development to update website software 5. Incentives to encourage change in commuter behavior to grow groups and convert solo drivers <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Customer Service <ol style="list-style-type: none"> a. Provide commuter assistance – regarding rideshare open seats, commute options, and creation of new rideshare groups b. Development and implementation of incentive program c. Manage a rideshare wait list and open seat promotions 2. Data processing and management of website modules: <ol style="list-style-type: none"> a. Employer/Schools – verify and approve new destinations provided by users b. Commuter profiles – analyze travel patterns to create new rideshare groups, identify potential matches to open rideshare seats and purge non-active users c. Track rideshare groups, commuter details and activities 3. Marketing and Outreach <ol style="list-style-type: none"> a. Develop, produce, and distribute informational material about open seats in rideshare groups and announce newly forming rideshare groups and other Pace RideShare informational pieces to target audiences and post through social media b. Promote the Pace RideShare program at expos, events, and conferences of employment, transportation, or an environment nature

Description and Justification
4. Maintain partnerships with TMAs, employers, educational institutes, public transportation, Wisconsin Department of Transportation (WisDOT), Northwestern Indiana Regional Planning Commission (NIRPC), and environmental agencies (such as Partners for Clean Air) with the goal of encouraging more commuters to rideshare
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The Pace RideShare Program is an effective Transportation Demand Management (TDM) strategy to reduce the demand for single occupancy vehicle driving; lower highway congestion, commute times and energy consumption; and improve air quality. Pace Vanpooling and carpooling, address the commuter market that is not utilizing public transportation or other shared mobility options (car or bike sharing, TNCs or shuttles or taxis). Please note that a large number of rideshare participants are traveling over 1 hour to employment and there are no other affordable and sustainable options.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>One of the priorities is modernization of the public transit system. This project is the primary active TDM option in Northeastern Illinois with the potential of becoming a greater resource and having more impact in the region through partnerships. Pace Rideshare.com and our social media pages offers the only one-stop-shop where commuters can connect and learn about many commute options.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, in July 2006, Pace became the Regional Rideshare Administrator bringing together two great rideshare resources: online ride matching and a successful Pace Vanpool Program. The union of these two types of commutes allows for launching new vanpools from carpools and retaining rideshare commuters when groups reduce from a van to a car.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Commuters originating from and traveling into Northeastern Illinois can benefit from knowing what their transportation options are, having affordable rideshare opportunities and support, receiving encouragement to try other commutes besides solo driving and saving money on their commute. Employers will benefit from reduced parking lot costs and increased job accessibility. The general public will benefit from reduced congestion and air pollution.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Pace Suburban Bus Funds</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Rideshare open seat flyers	Plan/Program	Quarterly
Develop incentives for carpools	Plan/Program	September 2017

Products and Completion Schedule		
Product	Product Type	Completion Date
Coordinate with a committee of partners to create a regional impact and expand resources	Plan/Program	Ongoing
Upgrade ridematching software	Plan/Program	Winter 2017

Expense Breakdown	
Staff (including overhead) cost	\$60,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$15,000
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
Other costs could include marketing expenses such as program materials, advertising space in various media sources, incentives, registration for outreach events and website maintenance and enhancements.	

Project Title	Pace 2040 Comprehensive Plan Update
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

Description and Justification
<p>Brief Description</p> <p>An update of Pace's Strategic Plan Vision 2020-timeframe to 2040</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop a Strategic Vision and Goals 2. List options for Mobility and Assessability Improvements 3. Plan for Land Use and Transportation Integration including TOD 4. Corridor Development Plan 5. Rapid Transit investment options including Pulse/Express service 6. Develop ITS/Emerging Technologies 7. Develop Innovative service delivery 8. List Service Enhancements 9. Public Involvement and Guidance 10. List Performance measures 11. Financial Investment Plan 12. Final Report
<p>Competitive Justification <i>(please identify the regional focus area associated with this project)</i></p> <p>Modernization of the public transit system.</p>
<p>Competitive Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems, improve passenger amenities and advanced vehicle recommended principles.</p>
<p>Competitive Justification <i>(will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain)</i></p> <p>This project will touch on all these goals, including housing, environmental and economic development, access to jobs and reduce emissions by diverting more travelers out of private cars and on to transit.</p>
<p>Competitive Justification <i>(which particular GO TO 2040 recommendation will this project contribute to or implement?)</i></p>

Description and Justification
Expansion of the transit system to include corridor development, and land use/transportation improvements.
Is this project a continuation of previous work? If so, please explain.
The project will build upon, update and enhance Pace's current Vision 20/20 Strategic Plan.
Who will benefit from the interim or final products of this project?
The transit customer due to improved service and better regional connectivity. The customer and the region due to more efficient service and reduced emissions through diversion of auto traffic onto transit.
What is the source of fund for the local match portion of this project?
Pace Funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Develop Vision and Goals	In House/Outside Distribution	October-November 2017
Corridor Development	In House/Outside Distribution	January 2018
Public Involvement	Outside Distribution	June 2018
Financial Investment	Outside Distribution	October 2018
Final Report	Outside Distribution	May 2019

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$250,000
Other Costs	\$
Total Project Cost	\$250,000
Please specify the purpose of consultant costs and time line for expenditure	
To conduct the study and bring together the components of the study. The Agency does not have the resources to conduct the study in-house.	
Please specify the purpose of other costs	
N/A	

Regional Transportation Authority (RTA)

Project Title	2018 Regional Transit Strategic Plan Support
Sponsoring Agency	Regional Transportation Authority (RTA)
FHWA/FTA Amount Requested	\$80,000
Local Match Amount	\$20,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$100,000

Description and Justification
<p>Brief Description</p> <p>The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018. Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the ON TO 2050 Plan on an ongoing basis.</p> <p>Funding will be used for RTA staff work to complete the 2018 Strategic Plan and to engage with stakeholders on its implementation.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Plan Development 2. Stakeholder Engagement 3. Implementation <p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The Regional Transit Strategic Plan will articulate the funding needs of the transit agencies and provides guidance for the planning and programming of transportation investments and modernization by CMAP and the region's transit agencies.</p> <p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>Through the collaborative process to develop the Strategic Plan, a shared set of values will be articulated for development of strategies and projects to guide transit investments. The public and stakeholder</p>

Description and Justification
outreach component will provide public feedback on plan development and provide access to information to the public on elements of the Strategic Plan.
Is this project a continuation of previous work? If so, please explain.
The work continues previous 5-Year Regional Transit Strategic Plans.
Who will benefit from the interim or final products of this project?
The regional transit agencies and their riders will directly benefit; CMAP will benefit by joint coordination with development of the next Long Range Comprehensive Plan.
What is the source of fund for the local match portion of this project?
RTA Funds will be used for the local match

Products and Completion Schedule		
Product	Product Type	Completion Date
Draft 2018 Regional Transit Strategic Plan circulated for public comment.	Draft Report	November 2017
2018 Regional Transit Strategic Plan adopted by RTA Board.	Final Report	January 2018

Expense Breakdown	
Staff (including overhead) cost	\$100,000
Total Person Months	14
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$100,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

APPENDIX A

SOURCES OF LOCAL MATCH

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

CMAP

IDOT provides funding through state transportation funds.

CTA, RTA, Metra, and Pace

The match is provided by local government funds.

City of Chicago

The match is provided by local government funds and other planning related payroll expenses.

Counties

The match is provided by local government funds.

Councils of Mayors

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

APPENDIX B

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 (a) are described.

Equal Employment Opportunity

The RTA submitted its Affirmative Action Plan to the FTA in July 2016 and will submit an updated plan in 2020.

The Metra Equal Employment Opportunity Plan and Program was submitted to and approved by FTA in April 2010. Metra's EEO plan and September 2013 policy updates are on file with the EEO/Diversity Initiatives Department.

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

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

The CTA's EEO Program Plan - 2013-2015 was approved by the FTA on August 15, 2014.

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 submit the plan.

Disadvantaged Business Enterprise

The United States Department of Transportation ("USDOT") has developed a Disadvantaged Business Enterprise ("DBE") program for grant recipients and contractors pursuant to 49 CFR Part 26.

The Commuter Rail Division of the Regional Transportation Authority (“Metra”) is a grantee of USDOT and is firmly committed to a policy of non-discrimination in the conduct of its business, including the procurement of goods and services. Metra originally adopted a comprehensive DBE policy by ordinance in 1984 (CRB 84-42) and adopted revised DBE policies in 1989 (MET 89-5) and 1999 (MET 99-15). With the revised federal DBE regulations, Metra submitted an update to its August 1999 DBE program in May 2012. Metra submitted its overall goal in August 2013.

The RTA last submitted an update to its DBE program to the FTA in July 2014, and submitted its DBE Triennial goal in November 2016. The RTA will submit an updated Triennial goal in 2019.

The plan for Pace Suburban Bus was approved by FTA in July 1990; FTA approves overall DBE goals on a triennial basis. The next triennial goal submittal is for FFY 2013 through 2015.

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

The CTA submitted its FY 2016-FY 2018 DBE goal on July 22, 2015. It was reviewed and accepted by FTA. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

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

The City of Chicago DBE program was last updated in 2013 and the most recent triennial review, conducted by the FTA in 2016, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

This material documents the compliance of CMAP with FTA Circular 4702.1B (TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS) dated October 1, 2012.

CMAP’s Title VI Program is on its website at <http://www.cmap.illinois.gov/contact-us/title-vi>. The program was adopted by the CMAP Board and MPO Policy Committee in June, 2014.

The certification review of CMAP completed by FHWA and FTA in 2014 found the agency to be in compliance with civil rights requirements.

The Title VI general requirements are included in the [Title VI Program](#) on the CMAP website. Requirements documented in the Program include:

- a. Notice to beneficiaries
- b. Complaint procedures
- c. Public Transportation-Related Title VI Investigations, Complaints, or Lawsuits
- d. Providing assistance to sub recipients
- e. Monitoring sub recipients
- f. Determination of site or location of facilities

Some of the general requirements are updated more frequently than the Program document; these are described below.

- a. **Public Participation Plan:** CMAP's **Public Participation Plan** was updated in January 2013 and is posted to the CMAP web site at <https://www.cmap.illinois.gov/documents/10180/27099/Public+Participation+Plan+Update+2013.pdf/3c761441-0762-41b4-b1f7-f6fdb589e770>.

One of the key elements of the CMAP **Public Participation Plan** is the continuous flow of information to citizens. CMAP maintains an extensive contact list as one component of this effort. This list is an important tool for notification about public meetings and CMAP activities. CMAP works with its various committee members, the media and the public to establish new contacts to add to the list, which currently includes over 10,000 individuals and organizations. The list includes hundreds of community groups and non-profit organizations in addition to municipal and county elected officials, business groups, broadcast and print media, other groups and individual citizens. These groups, organizations and officials are able to notify many thousands of their members, friends and constituents about our activities. Any individual citizen or group will be added on request to the CMAP contact list to receive notifications, publications and announcements. CMAP maintains an extensive sub-list of several hundred broadcast and print media organizations in the region. Minority, foreign language and special interest media are included. Similar lists are maintained by each operating agency and the city of Chicago.

CMAP provides ample public notice of meetings and events through calendar postings at the agency office, on the CMAP website (www.cmap.illinois.gov), and, for those who request, notification by mail. For major plans, programs and policy meetings, CMAP sends notices to its entire contact list, which totals over 10,000 subscribers. Notices of meetings held through CMAP's extensive committee structure (www.cmap.illinois.gov/about/involvement/committees) are sent to targeted sub-lists of contacts.

CMAP issues a series of updates likewise targeted to users based on interest (www.cmap.illinois.gov/about/updates). These include:

- **Weekly Updates** from the Executive Director are available online and emailed every Friday to inform readers of progress at CMAP and events, announcements, and other news from throughout the region.

- **Policy** and **Legislative** Updates are forums for research and analysis of data and federal, state, and local policy issues of the day. These entries will largely reflect ongoing CMAP work on topics such as the regional economy, transportation, and environmental and local planning issues.
- **Soles and Spokes** covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.
- CMAP's various Social Media help the public to stay connected via **Facebook**, **Twitter**, and **YouTube**.

CMAP also informs the public via outreach to the mainstream news media and Internet-based media. These materials are posted at www.cmap.illinois.gov/about/for-media and include press releases, fact sheets, tip sheets, and more. Agency staff interacts with reporters on a daily basis. Agency staff also responds to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided.

- b. Plan for Providing Language Assistance to Persons with Limited English Proficiency:** CMAP adopted its **Public Participation Plan** in January, 2013. The purpose of the *Public Participation Plan* is to increase public awareness and participation while widening the range of voices and views in the planning process. As stated in the Plan, "Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals." As part of the strategy, "CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process."

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 – special notices, phone calls, etc.

CMAP translated both the full-length and short versions of the GO TO 2040 plan into Spanish. Other key planning materials are also translated into Spanish as appropriate.

- c. Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees:** Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other Committees and working groups may consider transit-related issues on an incidental basis. Membership on these committees is specified in statutes or bylaws,

in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments. The composition of these boards and committees is:

- a. CMAP Board: 14 non-minority, 1 minority
- b. MPO Policy Committee: 17 non-minority, 1 minority
- c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
- d. Transportation Committee: 25 non-minority, 3 minority
- e. CMAQ Project Selection Committee: 7 non-minority

CMAP's compliance with the MPO requirements contained in Chapter VI of Circular 4702.1B is documented in the [Title VI Program](#). These requirements include:

- a. Demographic profile
- b. Procedures to address mobility needs of minority populations
- c. Demographic maps and charts
- d. An analysis of impacts of the distribution of state and federal funds
- e. Procedures to pass through FTA financial assistance
- f. Procedures used to provide assistance to potential sub recipients
- g. Monitoring sub recipients

The procedures to address mobility needs of minority populations are updated more frequently than the Program document; these are described below.

- d. Procedures to address mobility needs of minority populations:** The mobility needs of minority populations were identified and considered in the GO TO 2040 plan and update, adopted in October 2014. The procedures are described in more detail in the [Title VI Program](#), the analysis in [GO TO 2040 Plan Update](#) and the analysis in [ON TO 2050](#).

APPENDIX C

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>
CMAP	1002	83.5
CDOT	82	6.8
Metra	48	4.0
CTA	51	4.25
Pace	24	2.0
Council of Mayors	192	16.0
RTA	14	1.2
McHenry County	N/A	N/A

APPENDIX D

COST ALLOCATION PLANS

Council of Mayors

The Council of Mayor's program was given 100% FHWA PL funding (\$1,384,270) due to the flexible funding mechanisms of MAP-21.

CMAP

CMAP projects were given 86% FHWA PL funding (\$11,783,129) due to the flexible funding mechanisms of MAP-21, and 14% FTA Section 5303 funding (\$1,915,427).

Service Boards, City of Chicago, RTA, County

RTA, CTA, Metra, Pace and McHenry County received FTA funds only (CTA - \$400,000; Metra - \$320,000; Pace - \$320,000; City of Chicago - \$860,000; RTA - \$80,000; and McHenry County - \$160,000).

APPENDIX E

AUDIT REQUIREMENTS

In response to the requirements of the OMB “Super Circular” (2 CFR 200), 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 F

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
AA	Alternatives analysis
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
ART	Arterial Rapid Transit
ASC	Adaptive Signal Control
BACOG	Barrington Area Council of Governments
BLRS	Bureau of Local Roads and Streets (Illinois Department of Transportation)
BRC	Belt Railway Company
BNSF	Burlington Northern Santa Fe (Class I railroad)
BRT	Bus Rapid Transit
CAAP	Chicago Central Area Action Plan
CAC	Citizen's Advisory Committee
CBD	Central Business District
CED	Center for Economic Development
CDOT	Chicago Department of Transportation
CMAF	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program begun in ISTEA, continuing through FAST.
CMP	Congestion Management Process
CMS	Congestion Management System
CN	Canadian National Railway (Class I railroad)
COD	Cargo Oriented Development
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail efficiency improvement program.
CREOP	Chicago Rail Economic Opportunities Plan
CRL	Chicago Rail Link
CRS	Condition Rating Survey
CSXT	CSX Transportation (Class I railroad)
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCD	Department of Community Development
DEIS	Draft Environmental Impact Statement
DMMC	DuPage Mayors and Managers Conference

DOT	(United States) Department of Transportation
DPD	(City of Chicago) Department of Planning and Development
EA	Environmental Assessment
EDC	Every Day Counts Program
EECBG	Energy Efficiency and Conservation Block Grant Program
EIS	Environmental Impact Statement
EMME/4	Transportation modeling package used as CMAP's travel demand model.
EPA	(United States) Environmental Protection Agency
ETL	Extract Transfer Load
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act - the transportation authorization succeeding MAP-21. Signed into law December 4, 2015.
FFY	Federal Fiscal Year (October 1 – September 30)
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTE	Full Time Employee
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.
HOT	High Occupancy Toll
HPP	High Priority Project
HRT	Heavy Rail Transit
HUD	US Department of Housing and Urban Development
IDOT	Illinois Department of Transportation
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IPAs	Individual Project Agreements
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
KKCOM	Kane Kendall Council of Mayors
LCML	Lake County Municipal League
LPA	Locally Preferred Alternative
LTA	Local Technical Assistance program
MAP-21	Moving Ahead for Progress in the 21st Century - the Federal transportation authorization for FFY 2013-2014.

MCCG	McHenry Council of Governments
MOVES	Motor Vehicle Emissions Simulator; CMAP uses the most current version, MOVES2014a
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte
NO_x	Nitrogen Oxides; precursors to ground-level ozone and fine particulate matter
NS	Norfolk Southern (Class I railroad)
NTD	National Transit Database
NWMC	Northwest Municipal Conference
OEMC	Office of Emergency Management and Communications
PM_{2.5}	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
PPP	Public Private Partnership
RGTP	Regional Green Transit Plan
RTA	Regional Transportation Authority
RTOC	Regional Transportation Operations Coalition
RTP	Regional Transportation Plan - The region's long range transportation plan
RTSTEP	Regional Transportation Simulation tool for Evacuation Planning
SCM	Southwest Conference of Mayors
SEWRPC	Southeastern Wisconsin Regional Planning Commission - The comprehensive planning agency and MPO for the southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha
SGR	State of good repair
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SSMMA	South Suburban Mayors and Managers Association
STBG	Surface Transportation Block Grant Program - One of the funding programs in the federal transportation authorization.
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management - strategies to relieve congestion without adding capacity
TERM	Transit Economic Requirements Model
TIF	Tax Increment Financing

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
TMC	Traffic Management Center
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
TSM	Transportation System Management
ULI	Urban Land Institute
UP	Union Pacific (Class I railroad)
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compounds; precursors to ground-level ozone
WCGL	Will County Governmental League
WCMC	West Central Municipal Conference

APPENDIX G

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

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

CDOT	River North-Streeterville Transit Alternatives Study Chicago Oak Park Traffic Safety and Mobility Improvement Study Riverfront Trail – South Branch Implementation Plan
CMAQ	Local Technical Assistance (LTA) Program Regional Trail User Assessment – Trails for Illinois
Counties	Cook County – Lincoln Highway Logistics Corridor Feasibility Study DuPage County – Elgin O’Hare Western Access Corridor Landscaping Project
CTA	Brown Line Core Capacity Expansion Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study Red Line Extension (RLE) Planning Western & Ashland Corridor BRT Alternatives Analysis & NEPA Chicago Lakefront Corridor Alternatives Analysis Blue Line Forest Park Branch Feasibility/Vision Study Red and Purple Modernization Phase Two Core Capacity Expansion Bus Slow Zone Elimination Program Blue Line Traction Power Study
IDOT	Training Metropolitan Transportation Support Initiative Regional Green Transit Plan MAP-21 Safety & Security Oversight Agency Program Southeast Commuter Rail Mass Transit District All-Hazards Transportation System Vulnerability Statewide Transit Plan ITS Architecture Illinois State Freight Advisory Committee (ISFAC) Illinois State Waterway Study Freight Study for South & Central Cook County Human Capital Implementation Plan

	Grant Application Assistance Chicago Infrastructure Trust Vehicle Miles Traveled (VMT) Potential Intermodal User Fees Connected Vehicles Study Will County Freight Study Illinois Intermodal Planning Study Intermodal and Inland Waterway Port Connectivity Study
Metra	BNSF Extension Environmental Assessment (EA) Boardings and Alightings Counts (2016 and 2018) Metra Electric District Capacity Study Milwaukee West Line Fox River Bridge EA Origin and Destination Surveys (2016 and 2018) Station Optimization Study Fare Structure Study
Pace	Joliet Regional Express Bus study Pace North Harlem Avenue Corridor Study
RTA	Community Planning Program Green Transit Projects

Agency: Chicago Department of Transportation

Name of Project: River North-Streeterville Transit Alternatives Study

Description of Planning Work: Develop and evaluate transit alternatives focusing on Bus Rapid Transit in the River North-Streeterville area. The study will follow the procedures required for eligibility in the New Starts/ Small Starts program.

Resulting Product: A Locally Preferred Transit Alternative

Performing the work: Work will be supervised by CDOT with the assistance from a Technical Advisory Committee (CMAP, CTA, Metra, RTA, and DPD) and a Community Advisory Committee.

Time frame for completing the work: Estimated 3rd Quarter 2017

The Cost of the Work: \$2.0 M

Source(s) of funds: CMAQ funds through FTA

Name of Project:--Chicago Oak Park Traffic Safety and Mobility Improvement Study

Description of Planning Work: The primary focus of this Study will be to identify traffic safety and mobility issues along North Avenue affecting all roadway users and adjacent land uses and provide recommendations to improve pedestrian, bicyclist, transit and motor vehicle accommodations as well as recommendations on where to direct transportation resources and funding to bolster economic development in the area.

Resulting Product: Project report

Performing the work: TBD

Time frame for completing the work: 4th Quarter of 2018

The Cost of the Work: \$250,000

Source(s) of funds: SPR

Name of Project: Riverfront Trail – South Branch Implementation Plan

Description of Planning Work: Detail how to develop a continuous network of trail and riverwalk projects along the east bank of the South Branch of the Chicago River from the west end of the Riverwalk (at Lake Street) south to Ping Tom Park (at 16th Street extended). This is a step toward the riverfront trail system that is an important recommendation of *Our Great Rivers: A Vision for the Chicago, Calumet and Des Plaines Rivers* (released earlier this year by MPC in cooperation with the City of Chicago).

Resulting Product: A detailed set of short-term, mid-term and long-term capital improvement recommendations with renderings, supported by a “toolbox” of options that will also applicable to future segments of the riverfront trail.

Performing the work: TBD (Proposals due May 26 from consultants on task order contracts) and Volpe, The National Transportation Systems Center (to be contracted separately for expertise regarding navigation channel geometric requirements and the policies of the Army Corps of Engineers and Coast Guard)

Time frame for completing the work: Late Summer 2017 to Spring 2018

The Cost of the Work: \$1,000,000

Source(s) of funds: TIF

Agency: Chicago Metropolitan Agency for Planning

Name of Project: Local Technical Assistance (LTA) Program

Description of Planning Work: The LTA program is intended to implement GO TO 2040, the region's long-range comprehensive plan, by translating the plan's regional principles to plans, policies, and decision-making at the local level. GO TO 2040 recognizes that land use decisions, which influence the built environment of our region, are made locally. Unfortunately, because many local governments lack the resources to plan proactively for the future, opportunities to shape a more sustainable development pattern are often missed. The LTA program seeks to address this problem by providing resources for local planning to the communities that need those most.

The LTA program is a series of individual projects across the region. By the end of FY 17, nearly 150 LTA projects had been completed and adopted, with 40 more actively underway. The most common types of projects are comprehensive plans, neighborhood or subarea plans, corridor plans, studies of housing supply and demand, and zoning revisions, among others. More information on the LTA program is available at www.cmap.illinois.gov/lta.

Requests for LTA projects are evaluated on a competitive basis. Local governments and community-based organizations submit applications during an annual call for projects. The program is currently in its seventh year; during the first six years, approximately 500 applications were received by CMAP, with nearly 190 projects being selected for inclusion in the LTA program. Applications are prioritized based on consistency with GO TO 2040, feasibility, input from partners, and community need, among other factors.

A new call for projects was initiated at the end of FY 17 and will be finalizing awards in October 2017. Work will continue on projects that are already within the program, and new projects will be initiated with ongoing grant funds

Resulting Product: The product of the LTA program will be a series of local planning documents that are consistent with GO TO 2040 and advance its implementation.

Performing the work: The assistance offered is a mixture of staff assistance and consultant assistance. Contracts with consulting firms are issued after a competitive procurement process

Time frame for completing the work: Projects are completed on an ongoing basis

The Cost of the Work: \$525,000

Source(s) of funds: National Oceanic and Atmospheric Administration; Illinois Department of Transportation, Illinois Environmental Protection Agency; Cook County Department of Planning and Development; Chicago Community Trust

Name of Project: Regional Trail User Assessment – Trails for Illinois

Description of Planning Work: Purchase, deploy, and administer nine trail counters on two regional trails (the Hennepin Canal State Trail and the Cal-Sag Trail) and from each trail collect of minimum of 500 individual surveys conducted by trained volunteers. The surveys will be analyzed by the University of Illinois and the resulting report will be made available to the public free of charge.

Resulting Product: Public report

Performing the work: CMAP staff and volunteers

Time frame for completing the work:

The Cost of the Work: \$12,050

Source(s) of funds:

Agency: Counties – Cook County

Name of Project: Lincoln Highway Logistics Corridor Feasibility Study

Description of Planning Work: The Lincoln Highway Logistics Corridor Feasibility Study will systematically analyze whether and how rail-adjacent, industrially zoned sites in Chicago Heights, Ford Heights, and Sauk Village can be developed for industrial firms dependent upon rail service for delivery of inputs and finished goods.

Resulting Products: A Final Report describing the types of industries best suited for the Lincoln Highway Logistics Corridor and recommending how stakeholders may best position these sites to attract these industries.

Performing the work: Cook County will hire a consultant to perform this work.

Timeframe for completing the work: 18-24 months

The cost of the work: \$225,000

Source(s) of funds: IDOT Technical Studies (Planning) Grant

Agency: Counties – DuPage County

Name of Project: Elgin O'Hare Western Access Corridor Landscaping Project

Description of Planning Work: The project consists of infield area landscaping between existing and proposed ramps along the Elgin-O'Hare Western Access facility. This landscaping project is the first step in a corridor-wide effort to develop an overall aesthetic theme that includes: landscape, hardscape, lighting, bike/pedestrian and other decorative elements. The intention of the landscaping is to provide attractive gateway features for municipalities adjacent to key interchanges in the western part of the EOWA corridor.

Timeframe for completing the work:

The Cost of the Work: \$550,190

Source(s) of funds: Illinois Department of Transportation – Illinois Transportation Enhancement Program Funds

Agency: Chicago Transit Authority

Name of Project: Brown Line Core Capacity Expansion

Description of Planning Work:

This project supports conceptual planning efforts for a future Brown Line Core Capacity project. The study will evaluate potential projects to improve the line's capacity and overall service quality, including travel time. To inform this project and other conceptual planning for core capacity projects, this study includes a system wide rail capacity analysis.

The need for this project is supported by increasing ridership on the Brown Line in recent years, correlating with population shifts and new development along the corridor. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch. The 2009 project did not include the key supporting infrastructure improvements proposed as part of this project. Today, the Brown Line is the third busiest of CTA's rail lines, with segments operating at or over capacity during peak hours.

This project includes concepts and recommendations for a potential Lawrence Avenue Transit-Oriented Development project on existing facilities on or near Lawrence Avenue in the area of the Kimball terminal. This area would include Kimball Yard, the Kimball terminal, and the Kedzie station.

Resulting Product: A study that will consider costs, benefits, funding strategies and preliminary planning for alignment and signal improvements on the branch and yard

improvements at the terminal. The Lawrence Avenue Transit-Oriented Development Study part of the effort will determine if the potential new developments are compatible with these facilities. The system wide rail capacity analysis will document rail utilization and capacity across the entire CTA rail system.

Timeframe for completing the work: Q2 2018

Source(s) of funds: IL-80-0008 & IDOT: (TOD), IL-80-0010 & IDOT (System Capacity); (not including UWP funds)

Name of Project: Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study

Description of Planning Work: As part of the CTA's Red Ahead Program, the purpose of this project is to develop a TOD plan in conjunction with reconstruction and capacity expansion along the Red and Purple Line corridor on the north side of Chicago. The Red and Purple Line Modernization Phase One project involves building a grade-separated bypass track, reconstructing and expanding right of way and four stations and upgrading signals in the corridor. CTA's TOD plan for that corridor includes conducting a market analysis in the corridor, creating site-specific development concepts and conducting public involvement efforts to identify land use and development options.

Resulting Product: This study will result in a series of reports including market assessments, project area development plans, historic preservation plans, and site-specific development concepts to inform and encourage transit oriented development in conjunction with RPM Phase One improvements.

Timeframe for completing the work: Q3 2018

Source(s) of funds: FTA Pilot Program for Transit-Oriented Development Planning

Name of Project: Red Line Extension Planning

Description of Planning Work: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The CTA completed an Alternatives Analysis and a Locally Preferred Alternative was designated in August 2009. Environmental scoping was completed in 2010 and the preparation of an Environmental Impact Statement (EIS) began in 2012. The CTA and FTA published the Red Line Extension Draft EIS on October 6th, 2016 and the next step in the project development process is Final EIS and Preliminary Engineering.

The Draft EIS includes an evaluation of the No Build Alternative and two UPRR Alternative options: the East Option and the West Option. The Draft EIS describes the alternatives, the

existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts. Twenty resource areas were evaluated for potential impacts from construction and operation of the proposed project. Following publication of the Draft EIS, CTA hosted a public hearing and conducted extensive public and stakeholder outreach to provide information about the Draft EIS and solicit comments from the public. Comments on the Draft EIS were accepted from October 6 to November 30, 2016. FTA and CTA will review the comments received during the public review period for the Draft EIS, complete additional engineering and analyses required, and prepare the Final EIS.

Resulting Product: The resulting product was the Red Line Extension Draft EIS, which was published on October 6th, 2016.

Time frames for completing the work: The Red Line Extension Draft EIS was published on October 6th, 2016.

Source(s) of funds: Federal 5307, 5339 Alternatives Analysis, 5309; (not including UWP funds)

Name of Project: Western & Ashland Corridor BRT Alternatives Analysis & NEPA

Description of Planning Work: The Western & Ashland Corridor BRT Alternatives Analysis (AA) helped determine the feasibility and appropriate level of investment for provision of high capacity transit connections in the Corridor between approximately Howard Street on the north, Western Avenue on the West, Ashland Ave on the East and 95th Street on the south (21 miles). The AA study, conducted in 2012, identified and studied various technology and corridor alternatives in the study area.

The AA process has concluded with a vision for both streets, utilizing a center-running configuration. Ashland and Western were both deemed appropriate corridors for BRT, however Ashland was chosen as the most appropriate corridor to proceed first into Project Development for potential Small Starts funding.

In 2013 a draft Environmental Assessment was developed for the Locally Preferred Alternative, and published for public comment. A high number of public comments were received on the Environmental Assessment for the project. CTA and FTA are reviewing those comments to determine how best to address them. After comments have been reviewed and addressed, FTA will determine whether to issue a Finding of No Significant Impact. If a Finding of No Significant Impact is issued, CTA with guidance from the Chicago Department of Transportation may begin the concept engineering process on Ashland Avenue, which would include additional public outreach.

Resulting Product: The resulting products are the Alternatives Analysis resulting in a Locally Preferred Alternative, concept engineering, and an Environmental Assessment of the project. The Environmental Assessment, which includes the Alternatives Analysis screening reports as

appendices, contains costs of construction, operations and maintenance, and expected transportation and community benefits.

Timeframe for completing the work: To Be Determined

Source(s) of funds: Federal 5339 Alternatives Analysis; CMAQ

Name of Project: Chicago Lakefront Corridor Alternatives Analysis

Description of Planning Work: The goal of this planning study is to determine the feasibility and appropriate level of investment for provision of high capacity, efficient and effective transit connections in the 24-mile lakefront corridor measured from Howard Street to 103rd Street. The planning study will identify and study various technology and corridor alternatives in the study area, including projects that benefit the large bus transit network already in place along Chicago's lakefront.

Resulting Product: The resulting product will be proposals with sufficient detail to define projects eligible and worthy for moving into further project development, or design and construction, if so warranted. The projects will contain estimated costs of construction, operations and maintenance, and expected transportation and community benefits. CTA Strategic Planning is advising a consultant team and performing the work.

Timeframe for completing the work: Q4 2017

Source(s) of funds: Federal 5339 Alternatives Analysis

Name of Project: Blue Line Forest Park Branch Feasibility/Vision Study

Description of Planning Work: The CTA completed this study to plan for the modernization of the Blue Line Forest Park Branch. This study will guide the preparation, evaluation and documentation of preferred options for transit service in the near-term (10-year to 2023) and long-term (27-year to 2040) time horizons, and use these preferences to assist IDOT in the coordination of transit improvements associated with their multi-modal alternatives developed in the two ongoing IDOT studies on I-290, including the I-290 Phase 1 Environmental Impact Statement (EIS) Studies from Racine to Kostner and from Cicero to Mannheim. CTA and IDOT have coordinated their planning efforts along the corridor as well as CTA's participation in IDOT project outreach.

Shaped by stakeholder outreach, the study recommends reconstructing the entire Forest Park Branch by: rehabilitating infrastructure, starting with track work (addressing persistent slow zones and the need for continual maintenance in order to delay increases to slow zone totals); wider station platforms and elevator access for each station; design features to improve customer experience, including improved noise and weather protection and consistent aesthetics between stations; a turn-back track at Illinois Medical District to accommodate

construction phasing; and redesign of the Forest Park Branch Terminal, Yard and Shop within the current parcel to modernize the maintenance areas as well as bus and pedestrian connections.

To move from study to construction, the project will need to transition from the planning phase to the project development phase, which includes environmental analyses in compliance with the National Environmental Policy Act of 1969 (NEPA) and preliminary engineering. Through that process, stakeholders will have additional opportunities to provide feedback in regard to improvements to the CTA Blue Line Forest Park Branch.

Resulting Product: Preferred alternative selected for incorporating into ongoing IDOT I-290 EIS or subsequent CTA Categorical Exclusion.

Timeframe for completing the work: Study was completed in Q1 2017, in coordination with IDOT I-290 Draft EIS Study.

Source(s) of funds: Federal 5310; Other federal

Name of Project: Red and Purple Modernization Phase Two Core Capacity Expansion

Description of Planning Work: The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next Phase of the Red and Purple Modernization (RPM) Core Capacity program, which is being delivered in phases in order to bring improvements sooner to the people who rely on the CTA Red and Purple lines. The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's effort to enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project.

This project to determine the scope of RPM Phase Two is necessary to identify the elements of the RPM Program that need to be pursued next, as a follow on to the success of RPM Phase One, which is the first Core Capacity project in the country to be rated and entered into the Engineering Phase of the FTA's Capital Investment Grant Program.

Resulting Product: A study that documents the capacity analysis, conceptual engineering, and early environmental review necessary to request entry into the project development phase of the FTA's Capital Investment Grant Program.

Timeframe for completing the work: To Be Determined

Source(s) of funds: To Be Determined

Name of Project: Bus Slow Zone Elimination Program

Description of Planning Work: The purpose of this project, being conducted in collaboration with CDOT Project Development Division, is to assess the feasibility of proposed improvements and to develop planning level design concepts for intersections and other locations found to be central to bus delays and inefficiencies along five major CTA bus corridors. This project builds on work conducted by the CTA in 2015 that evaluated these bus corridors to analyze problem segments, or “slow zones”, and recommended a set of potential solutions tailored specifically to each area.

Potential improvements the project will consider for these locations include, but are not limited to redesign of intersection, dedicated bus lanes, bus queue jumps, pre-paid/ level or near level boarding, Transit Signal Priority (TSP), optimization of traffic signals, and other transit-priority modifications. These enhancements are intended to improve bus speed, travel time, frequency and reliability, but will also seek to improve safety and traffic operations at the various locations.

The study area covers the extents of current CTA bus service on the following five corridors: 79th Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue. With the currently available funding, CTA and CDOT are proceeding with evaluating potential improvements at 79th Street and Chicago Avenue. The remaining three corridors will be evaluated as additional funds become available.

Resulting Product: A final project report that includes an analysis of existing conditions as well as recommendations, planning level design concepts, and cost estimates for transit-priority improvements and other modifications to the right-of-way in ‘slow zones’ along the project’s two study corridors that are currently under evaluation. CTA Service Planning and CDOT Product Development Division will be advising a consultant team and performing the work.

Timeframe for completing the work: A final project report for 79th and Chicago Streets is anticipated by the end of 2017. Timeframe for the additional corridors to be determined.

Source(s) of funds: RTA Community Planning; Federal 5339 Alternatives Analysis; Requested CMAQ 2016 funding for implementation

Name of Project: Blue Line Traction Power Study

Description of Planning Work: The project will conduct a comprehensive traction power study, also known as a load flow study, on the CTA Blue Line to inform conceptual planning activities to improve the line’s capacity and reliability. The need for the study is supported by increasing Blue Line ridership, correlating with population shifts and intensifying uses along the corridor, which contribute to power supply constraints. The study will assess traction power needs along the entirety of the Blue Line and analyze where system reinforcements (e.g., tie houses, substations, and wayside energy storage systems) may be needed to increase efficiency and reliability. The project provides an update to the last comprehensive traction power study that CTA completed in 2004.

Resulting Product: A final study that evaluates current conditions and provides recommendations to improve the system's overall energy efficiency from the equipment, transformer, cabling and third rail perspectives.

Timeframe for completing the work: To Be Determined

Source(s) of funds: To Be Determined

Agency: Illinois Department of Transportation

Name of Project: Training

Description of Planning Work: Provide technical training and all fees associated with attending or hosting conferences, workshops and meetings for central office staff, district offices, transit agencies, MPO personnel and other planning associations.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

Name of Project: Metropolitan Transportation Support Initiative (METSI)

Description of Planning Work: In FY 2015, the University of Illinois at Chicago through their Urban Transportation Center will receive a four- year extension on the FY 2011 agreement that provides technical assistance to metropolitan areas throughout Illinois on transportation efficiency, safety, traffic congestion, air quality, economic development and smart growth issues facing urban areas. Funding in FY 2015 is requested for FY 15 and FY 16.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Name of Project: Regional Green Transit Plan [PLAN]

Description of Planning Work: An agreement signed with the RTA has been extended to 6/30/17 to complete this study. The RTA will complete a regional inventory of greenhouse gas emissions (GHG) from public transit operations.

Resulting Products: Regional Green Transit Plan

Performing the work: RTA

Timeframe for completing the work: N/A

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: MAP-21 Guidelines for Safety and Security Oversight Agency (SSOA) Program

Description of Planning Work: The Office of Planning & Programming provided SPR funds and the 20% state match for the Division of Public & intermodal Transportation to enter into an agreement with the University of Illinois Chicago to conduct the review of safety and security oversight for rail and bus. The agreement is effective until 6/30/17.

Resulting Products: Safety and Security Review Findings

Performing the work: N/A

Timeframe for completing the work: June 30, 2017

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: Southeast Commuter Rail Mass Transit District

Description of Planning Work: An agreement with the Southeast Commuter Rail Mass Transit District was executed on 10/4/13 to conduct transportation corridor mapping. The agreement is effective until 6/30/18.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: All-Hazards Transportation System Vulnerability Assessment & Response Plan

Description of Planning Work:

Formerly known as the Climate Change Adaptation Plan. Prairie Engineers of Illinois has been working closely with the Department to development of an asset inventory and all-hazards resiliency plan. This plan includes an in-depth review and cleanup of the departments GIS files and looks to create a Vulnerability Index to prioritize assets that need immediate attention in order to keep level of service, statewide. A time only extension is anticipated during or before FY17.

Resulting Products: Asset Vulnerability Assessment and Recommendations

Performing the work: Prairie Engineers of Illinois and TranSystems

Timeframe for completing the work: Early calendar year 2017

The cost of the work: N/A

Name of Project: Statewide Transit Plan

Description of Planning Work: A consultant, TranSystems, has been selected through the Professional Transportation Bulletin (PTB) to develop a statewide transit plan that includes, but is not limited to the following: background on Illinois transit, report on existing transit services, challenges, needs, financial analysis, recommendations and an investment plan. The plan will serve as a blueprint for the state's transit activities to promote transportation alternatives and potentially reduce congestion. The contract is through 12/31/2016.

Resulting Products: Statewide Transit Plan

Performing the work: TranSystems

Timeframe for completing the work: December 31, 2016

The cost of the work: N/A

Name of Project: ITS Architecture

Description of Planning Work: IDOT is updating the Illinois Statewide Architecture and Strategic Plan in addition to updating or creating various regional ITS architectures throughout the State. The work effort will be performed in coordination with IDOT's District offices, Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs).

The project will assess the current use of ITS in Illinois and recommend approaches to enhance the integration and deployment of ITS for future generations.

Resulting Products:

Performing the work: TranSmart Technologies

Timeframe for completing the work: June 12, 2018

The cost of the work: \$804,377

Name of Project: Illinois State Freight Advisory Committee (ISFAC)

Description of Planning Work:

The Prime agreement has been executed with Parsons Brinckerhoff through PTB No. 170-023. This contract is effective for two years with a start date of 4/14/14. An amendment has been executed that extends this contract to 4/13/2018. Through the issuance of work orders, the consultant will provide technical support for statewide planning and programming data analysis; conduct research support; provide training; prepare strategic guidance and policy recommendations and assist in ensuring the department is in line with federal and state regulations.

Resulting Products: N/A

Performing the work: Parsons Brinckerhoff and ISFAC

Timeframe for completing the work: April 13, 2018

The cost of the work: N/A

Name of Project: Illinois State Waterway Study

Description of Planning Work: The Department will study the resources needed to improve and maintain ports and waterway connections in order to maximize return-on-investment for freight shipping in and out of Illinois. This study could include analysis of a number of aspects related to the marine transportation system in Illinois included but not limited to long range planning infrastructure improvements and emerging navigation technologies.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Name of Project: Sustainability Scorecard Plan

Description of Planning Work: An agreement will be executed with the University of Illinois Chicago's College of Urban Planning and Policy in the 1st quarter of FY 15. The agreement is currently being drafted by the Bureau of Business Services.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Freight Study for South and Central Cook County

Description of Planning Work: An agreement with Cook County should be executed during the 1st quarter of FY 2015.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Human Capital Implementation Plan

Description of Planning Work: An agreement will be executed with the University of Illinois Chicago's College of Urban Planning and Policy in the 1st quarter of FY 15. The agreement is currently being drafted by the Bureau of Business Services.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Grant Application Assistance

Description of Planning Work: An agreement has not been executed during FY 2014

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Agency: Metra

Name of Project: BNSF Extension Environmental Assessment (EA)

Description of Planning Work: Evaluating the potential environmental impacts of extending the BNSF Railway line from Aurora to potential termini in Kendall County including determining the optimal terminus and level of service for the project. The environmental work is being done in conjunction with preliminary engineering work on the proposed extension.

Resulting Products: EA and FONSI, or another appropriate environmental document

Performing the work: HDR Engineering, Inc.

Timeframe for completing the work: 18 months

The cost of the work: \$438,000

Source(s) of funds: FTA earmarked funds

Name of Project: Boarding and Alighting Counts (2016 and 2018)

Description of Planning Work: Counting and reporting of passenger boardings and alightings by station, time, train and line.

Resulting Products: Train by train details report and summary report.

Performing the work: Cañete Medina Consulting Group , Metra staff

Timeframe for completing the work: Spring 2019

The cost of the work: \$1,019,000

Source(s) of funds: Metra operating funds

Name of Project: Metra Electric District Operational Capacity Study

Description of Planning Work: An operational study of the Metra Electric District jointly funded by Metra and the Northern Indiana Commuter Transportation District (NICTD) to better optimize capacity, travel times, and service reliability within this important bi-state regional rail corridor.

Resulting Products: concept design of proposed infrastructure, RTC operational simulation results, and power study analysis

Performing the work: AECOM

Timeframe for completing the work: Completion by early 2018

The cost of the work: \$660,000

Source(s) of funds: Metra operating funds, NICTD operating funds

Name of Project: Milwaukee West Line Fox River Bridge EA

Description of Planning Work: Evaluating the potential environmental impacts of replacing the existing single track MD-W Bridge over the Fox River in Elgin with a new double track span, eliminating a major bottleneck on the MD-W Line. This project was awarded funding under the TIGER grant program.

Resulting Products: EA and FONSI

Performing the work: TranSystems

Timeframe for completing the work: Spring 2017

The cost of the work: \$247,000

Source(s) of funds: FTA capital funds

Name of Project: Origin and Destination Surveys (2016 and 2018)

Description of Planning Work: Survey riders on trip origin and destination, trip purpose, trip frequency, access and egress modes, ticket type, and ticket purchase method.

Resulting Products: Mode of Access tables, Origin and Destination maps

Performing the work: Cañete Medina Consulting Group, Metra staff

Timeframe for completing the work: Spring 2019

The cost of the work: \$924,000

Source(s) of funds: Metra operating funds

Name of Project: Station Optimization Study

Description of Planning Work: Evaluate the performance of Metra stations to develop guidelines for station spacing, station consolidation, and other potential solutions to improve station performance. The recommendations will be based on 1) a peer review of policies and practices, 2) historic review of how the current Metra system of stations evolved, 3) the development of station typologies to categorize stations into logical groups, 4) a two-step screening of station evaluation, 5) input from stakeholders, and 6) an equity analysis.

Resulting Products: Draft and final reports will be prepared with recommendations and draft policies.

Performing the work: AECOM

Timeframe for completing the work: 18 months

The cost of the work: \$257,000

Source(s) of funds: Metra capital funds

Name of Project: Fare Structure Study

Description of Planning Work: A SWOT analysis of the current structure, a fare and revenue model for future budgeting purposes, recommendations on fare structure, products, and pricing.

Resulting Products: Final report on recommendations, fare and revenue model

Performing the work: Four Nines

Timeframe for completing the work: Fall 2017

The cost of the work: \$315,300

Source(s) of funds: Metra operating funds

Agency: Pace

Name of Project: Pace North Harlem Avenue Corridor Study

Description of Planning Work: This project will include a transit access and land use study that recommends ways to improve transit accessibility while identifying and promoting potential land uses that compliment transit service along the 10-mile stretch of Harlem Avenue, from Lake Street in Oak Park to 63rd Street in Argo. This project will continue the momentum of the previously completed Southwest Conference of Mayors sponsored Harlem Avenue Corridor Project (from 63rd Street to I-80), which has experienced successful implementation efforts. The project area is slated for future Pulse Arterial Rapid Transit service.

Resulting Products: Improve transit accessibility along the corridor.

Performing the work: Pace Suburban Bus with consultant help.

Timeframe for completing work: 12 months

The cost of the work: \$200,000

Sources of Funds: RTA Planning Funds

Name of Project: Joliet Regional Express Bus Study

Description of Planning Work: Study the feasibility of regional express bus services that would take people from Naperville, Schaumburg, Homewood and Rosemont (O'Hare Airport) to the new Joliet Multimodal Station.

Resulting Products: the demand for service and to determine whether this service is operationally and financially feasible.

Performing the wok: Pace Suburban Bus with consultant help.

Time frame for completing the work: 12 months

The Cost of the Work: \$350,000

Source(s) of funds: IDOT DPT Funds

Agency: RTA

Name of Project: Community Planning Program

Description of Planning Work: The RTA's Community Planning program provides funding and planning assistance to communities for planning projects that benefit local communities and the regional transportation system. Community Planning offers local governments an opportunity to participate in the planning of local transportation, transit and transit-related opportunities. Services offered include the creation of transit-oriented development plans, local transit improvement plans for bus and rail, and integrated transportation and land use plans.

A call for projects was not held in 2016. However, eight (8) projects were approved for inclusion in the 2016 program, four (4) of which are not utilizing UWP planning funds:

1. Olympia Fields TOD Zoning Update
2. Morton Grove TOD Zoning Update
3. DuPage County DOT Last Mile Transit Planning
4. CTA – 79th Street and Chicago Avenue Slow Zone Improvements

A complete list of all past and current Community Planning projects may be viewed at <http://rtams.org/rtams/planningProgram.jsp?id=1>.

Resulting Products: The resulting product will be finalized plans / zoning codes or recommendations that will be either adopted by the governing body of the grantees or used to further implementation.

Performing the work: Consulting teams, under the direction of RTA grantees and/or RTA staff, are responsible for completing the work.

Time frame for completing the work: The four projects listed above are expected to be completed by December 31, 2017

The Cost of the Work: \$550,000.

Source(s) of funds: RTA \$450,000; Local Match \$100,000

Name of Project: Green Transit Projects

Description of Planning Work: The RTA, in cooperation with Metra, Pace and CTA, is undertaking four separate planning studies that will implement recommendations from the Regional Green Transit Plan. The four planning studies include:

1. Bus Route Flooding Resiliency Plan
2. CTA Wayside Energy Storage Assessment
3. Metra Wayside Energy Storage Assessment
4. Metra Locomotive Alternative Fuel Study

Resulting Products: The resulting product will be finalized plans that will be used by the individual Service Boards.

Performing the work: Consulting teams are responsible for completing the work.

Time frame for completing the work: The four projects listed above are expected to be completed by June 30, 2018.

The Cost of the Work: \$610,000.

Source(s) of funds: RTA \$122,000; IDOT (SPR) \$488,000

APPENDIX H

UWP DEVELOPMENT PROCESS

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

The UWP Committee develops a program for recommendation to the **MPO Policy Committee** and the **CMAP Board**. The eight voting members of the UWP committee are 1) the City of Chicago, 2) CTA, 3) Metra, 4) Pace, 5) CMAP, 6) RTA, 7) the Regional Council of Mayors, and 8) one representative from the six collar counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee agencies can submit proposals or sponsor submissions from other entities.

The UWP development process begins each fall. The UWP Committee works to set program priorities in alignment with the recommendations and implementation actions of the region's long range plan. GO TO 2040, which was adopted in October 2010 and updated in October 2014 by the CMAP Board and MPO Policy Committee, is the region's long range comprehensive plan and serves as a blueprint for selecting planning projects in the UWP. CMAP's Transportation Committee also considers the UWP priorities prior to the annual project selection process.

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selected through a competitive process. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the MPO Policy Committee and CMAP Board for consideration of endorsement at their June meeting.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY18 UWP awarded \$17.2 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$21.7 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$16,544,426 in federal funding under the FY 18 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, RTA, and McHenry County.

Section 2: Competitive

The UWP Committee approved \$678,400 in federal funding under the FY 18 Competitive Program. Agencies receiving competitive funding are CMAP/RTA for its LTA/Community Planning Program, the City of Chicago (CDOT) for the CREATE Program Planning Support - Passenger and Commuter Rail, and Pace for its Pace 2040 Comprehensive Plan Update.

The FY18 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY18 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2018 UWP MONITORING AND REPORTING

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

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

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

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



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The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See www.cmap.illinois.gov for more information.

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