

**FY 18 Unified Work Program (UWP)
for Northeastern Illinois
Core Projects Proposal Form**
State Fiscal Year (July 1, 2017 – June 30, 2018)

Project Title	Core MPO Activities
Sponsoring Agency	CMAAP
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)	\$16,775,195

Description and Justification
<p>Brief Description</p> <p>CMAAP 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. CMAAP 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> <ul style="list-style-type: none"> Direct technical assistance to communities through the LTA program through staff-led and management of consultant-led projects Regional technical assistance, including Planning Commissioner trainings and research and development of new approaches to be applied in local plans Involvement of partner organizations in LTA projects Analysis of the 2016 municipal survey <p><u>Policy Development and Analysis</u></p> <ul style="list-style-type: none"> Freight Policy - development of Regional Strategic Freight Direction and related policy analysis Major Capital Project Technical Assistance Congestion Pricing - analysis, communications, and outreach

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- Industry Cluster Drill Down Research and Analysis - focus on supply chain trends and regional opportunities and challenges
- Transportation and Economic Development Indicators – update and refinement of indicators
- Analysis of Innovative Financing for Transportation
- Analysis of State and Local Tax Policy
- Analysis of Regional Housing and Land Use trends
- Analysis of Major Development Types and Local Transportation Costs
- Analysis of Transportation and Environmental Impacts
- Continuing Research and Analysis for CMAP's Policy Updates
- Federal Legislation, Regulation, and Policy – monitoring and policy analysis

Comprehensive Regional Plan Development

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

Communications and Outreach

- Printed Communication Materials
- Educational Events and Training Sessions
- Translation Services
- Video
- Kiosk Development and Deployment
- Design Integration
- Web Maintenance and Development

Research and Analysis

- Regional Inventories
- Long Range Plan Data & Tool Development
- Data Library Management
- External Data Requests
- Advanced Urban Model Development
- Travel and Emissions Modeling
- Transportation Data Analysis
- GO TO 2040 Indicator Tracking
- Update of Household Travel and Activity Survey

Transportation Improvement Program

- Update and maintain the TIP, including processing amendments
- Manage new integrated transportation planning, programming and tracking database
- Manage CMAQ and TAP obligation and project completion

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- Ensure compliance with federal and state regulatory, statutory, and certification requirements
- Coordinate IEPA activities with regional requirements
- Update TIP and EMME networks, run MOVES model to obtain emissions based on travel demand model results
- Document air quality conformity analysis and process
- Track obligations and actively manage programs
- Track and analyze STP-L, CMAQ, TAP-L, and other local fund source project status
- Facilitate and maintain communication with local elected officials, planning liaisons, and other county, regional, state and national partners
- Staff Council of Mayors Executive Committee, Transportation Committee, MPO Policy Committee, CMAQ Project Selection Committee, and Tier II Consultation Team
- Participate in Council of Mayors transportation, technical and council meetings
- Complete financial estimates for region-wide transportation programs
- Ensure air quality standards will be accomplished
- Analyze regional accomplishments
- Maintain TIP maps
- Increase outreach to general public of TIP tools, Communication and Public Involvement

Performance Based Programming

- Performance based funding for highway and transit funding decisions, including development of performance measures, analytic tools, indicators, and communications tools
- Summary of Local Programming Practices
- Performance Monitoring
- CMAQ and TAP Program Development
- Development of investment/performance relationships
- Intelligent Transportation System Planning
- Major Capital Projects Technical Assistance

Information Technology Management

- Maintain and update the IT infrastructure
- Perform System Administration and computer staff support through management and maintenance of hardware and software for all CMAP computer systems
- Data Center management and workstation support
- Business continuity implementation

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

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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.

Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

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 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 2017
Staffing of CMAP Committee structure	In-House	Ongoing

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Products and Completion Schedule		
Product	Product Type	Completion Date
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
<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

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Products and Completion Schedule		
Product	Product Type	Completion Date
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
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

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Products and Completion Schedule		
Product	Product Type	Completion Date
<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
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

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Products and Completion Schedule		
Product	Product Type	Completion Date
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

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Expense Breakdown	
Staff (including overhead) cost	\$13,312,295
Total Person Months	1,034
Consultant Cost	\$1,561,250
Other Costs	\$1,901,650
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	

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CMAP BUDGET SUMMARY FOR FY 18 UWP

Program	Staff (Plus Indirect Costs)	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,647,171	223	\$131,100	\$37,900	\$2,816,171
Policy Analysis and Development	\$2,839,300	176	\$0	\$64,750	\$2,904,050
Performance-Based Programming	\$1,042,200	84	\$0	\$8,700	\$1,050,900
TIP	\$1,107,100	83	\$110,000	\$12,000	\$1,229,100
Plan Development	\$1,286,850	137	\$0	\$0	\$1,286,850
Research and Analysis	\$2,349,000	173	\$585,000	\$416,450	\$3,350,450
Communication	\$1,471,774	122	\$605,150	\$41,100	\$2,118,024
Information Technology Management	\$568,900	36	\$130,000	\$1,320,750	\$2,019,650
TOTAL	\$13,312,295	1034	\$1,561,250	\$1,901,650	\$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	\$540,000
Regional Transportation Data Archive	Support and develop additional functionality for the data archive which collects roadway sensor data	\$35,000

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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

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Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$670,000
Local Match Amount	\$167,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$837,500

Description and Justification
<p>Brief Description 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 (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <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.

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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.

Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

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.

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

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

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

Residents, businesses and visitors of the City of Chicago, the northeastern Illinois region, the State of Illinois and the nation.

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

City of Chicago

Products and Completion Schedule

Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	6/30/18
Interaction with the public	Outside distribution	6/30/18
Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	6/30/18
Capital Improvement Program	Plan/Program	6/30/18
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	6/30/18

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Expense Breakdown	
Staff (including overhead) cost	\$837,500
Total Person Months	80
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$837,500
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

I. Surface Transportation Capital Improvement Program Assistance

- a. As needed for the planning, programming and monitoring of Federal surface transportation capital improvement funds:
 - i. Schedule project kick off 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.

III. 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.

IV. 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.

V. 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.
 - i. Examples of previous studies using UWP funding are:
 1. High Speed Rail coordination and future demand estimates
 2. North Branch Truckway concepts
 3. Supplemental work on Near South Study (parking and traffic)
 4. In-house coordination for Union Station Master Plan
 5. In-house coordination for CTA Mode of Access Survey
 6. Conceptual planning for the Union Station Transportation Center
 7. Complete Streets initiative
 8. 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.

VI. 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.

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Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,628,373.03
Local Match Amount	\$407,093.26
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$2,035,466.29

Description and Justification
<p>Brief Description</p> <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>
<p>Major Tasks (up to 20)</p> <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
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>The 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>
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p>

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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
Is this project a continuation of previous work? If so, please explain. The PL program is a continuous program.
Who will benefit from the interim or final products of this project? The region's municipalities, counties and transportation agencies and the constituents of these bodies.
What is the source of funds for the local match portion of this project? Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.

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

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Staff (including overhead) cost	\$2,035,466.29
Total Person Months	192
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$2,035,466.29
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

Scope of Service/Responsibilities

FY 2018 Planning Liaison 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) at the discretion of local Council methodologies 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

Scope of Service/Responsibilities

FY 2018 Planning Liaison Scope of Services

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.

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Project Title	Program Development
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$475,000
Local Match Amount	\$118,750
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$593,750

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 (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>Yes, support for this project allows CTA to continue processes to meet its core MPO</p>

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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.

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 (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

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

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Products and Completion Schedule		
Product	Product Type	Completion Date
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

Expense Breakdown	
Staff (including overhead) cost	\$593,750
Total Person Months	51
Consultant Cost	n/a
Other Costs	n/a

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Total Project Cost	\$593,750
Please specify the purpose of consultant costs and time line for expenditure n/a	
Please specify the purpose of other costs n/a	

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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: 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.

Brief Description: 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.

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.

Major Tasks (up to 20)

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.

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7. Prepare a plan with concrete service recommendations and implementation strategies.

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

The 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.

Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities):

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.

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

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.

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

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.

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

McHenry County matching funds (RTA Collar County Empowerment Sales Tax)

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
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	unknown
Consultant Cost	\$ 200,000
Other Costs	\$ 0
Total Project Cost	\$ 200,000

Please specify the purpose of consultant costs and time line for expenditure

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.

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Please specify the purpose of other costs N/A

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Project Title	Program Development
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$360,000
Local Match Amount	\$90,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$450,000

Description and Justification
Brief Description Program Development of capital transit planning and development
Major Tasks (up to 20) <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
Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?) 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.
Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities) Regional transportation planning, development of the TIP, public involvement

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Is this project a continuation of previous work? If so, please explain. NO
Who will benefit from the interim or final products of this project? MPO (CMAP), transit agencies, Metra commuters and regional municipalities
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	9/30/17
Preliminary Capital Program and Budget	Plan/Program	10/15/17
Public Involvement/Comment	Outside Distribution	10/15/17
Final Capital Program and Budget	Outside Distribution	11/15/17
TIP Submittal	Outside Distribution	11/15/17

Expense Breakdown	
Staff (including overhead) cost	\$450,000
Total Person Months	48
Consultant Cost	\$ 0
Other Costs	\$ 0
Total Project Cost	\$450,000
Please specify the purpose of consultant costs and time line for expenditure N/A	

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Please specify the purpose of other costs

n/a

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Project Title	Northeastern IL Regional Rideshare Service Program
Sponsoring Agency	Pace
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 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> <ul 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> <ul style="list-style-type: none"> 1. Customer Service <ul 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: <ul 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

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3. Marketing and Outreach

- 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
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

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

The 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.

Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

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.

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

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.

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

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

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commute. Employers will benefit from reduced parking lot costs and increased job accessibility. The general public will benefit from reduced congestion and air pollution.

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

Pace Suburban Bus funds

Products and Completion Schedule

Product	Product Type	Completion Date
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

Expense Breakdown

Staff (including overhead) cost	\$80,000
Total Person Months	12
Consultant Cost	
Other Costs	\$20,000
Total Project Cost	\$100,000

Please specify the purpose of consultant costs and time line for expenditure

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.

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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
<p>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.</p>
<p>Major Tasks (up to 20)</p> <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.
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?) Yes, 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.</p>
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities). Modernization of the Public Transit System.</p>
<p>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.</p>
<p>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.</p>

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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	\$
Other Costs	\$
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	

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Project Title	2018 Regional Transit Strategic Plan Support
Sponsoring Agency	Regional Transportation Authority
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>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 (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>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>

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Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)

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 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 funds 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

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Expense Breakdown	
Staff (including overhead) cost	\$200,000
Total Person Months	28
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$200,000
Please specify the purpose of consultant costs and time line for expenditure n/a	
Please specify the purpose of other costs n/a	