



Transportation Committee
Annotated Agenda
Friday, August 27, 2021

Join via GoToWebinar:

Please register in advance at

<https://attendee.gotowebinar.com/register/8032260506876966668>

To participate by phone,
call (914) 614-3221 with access code 742-610-884

- 1.0 Call to Order/Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— July 16, 2021**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
CMAP staff will provide updates on recent CMAP Board meetings and other agency activities. A summary of the recent committee activities is available on the [Committee Updates](#) web page.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**
TIP Amendment [21-08](#) was published to the [eTIP web site](#) on August 20, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-08 and administrative amendment [21-08.1](#) are included in the meeting materials. Staff requests approval of TIP Amendment 21-08.
ACTION REQUESTED: Approval
- 6.0 RTA Section 5310 Program**
RTA released a call for projects for Section 5310 funding in March. Applications were due in April and were reviewed and ranked by RTA staff, in conjunction with a project selection team composed of staff from IDOT, CMAP, Easter Seals and RTA. As a result of the review, twelve projects were recommended for funding. The total program budget is \$19,010,989, including \$10,853,391 federal funding and \$8,157,598 in local matching funds. This program was approved

at the August RTA Board meeting after the close of the public comment period.

ACTION REQUESTED: Information

7.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

8.0 Other Business

9.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to transportation@cmap.illinois.gov by August 26, 2021. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion.

10.0 Next meeting

The next Transportation Committee meeting will be September 24, 2021.

11.0 Adjournment

Committee Members

_____ Charles Abraham	_____ Robert Hann	_____ Tom Rickert
_____ Darwin Burkhart	_____ Jessica Hector-Hsu**	_____ Jose Rios
_____ Kevin Carrier	_____ Tom Kelso	_____ Leon Rockingham
_____ Lynnette Ciavarella	_____ Fran Klaas	_____ Joe Schofer
_____ Michael Connelly	_____ Christina Kupkowski	_____ David Seglin
_____ Jon Paul Diipla	_____ Erik Llewellyn	_____ Chris Snyder*
_____ John Donovan***	_____ Kevin Muhs	_____ P.S. Sriraj
_____ Doug Ferguson	_____ Tara Orbon	_____ Scott Weber
_____ Tony Greep***	_____ Jessica Ortega	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Heidi Persaud	_____ Rocco Zuccherro

*Chair

**Vice-Chair

***Non-voting



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee Meeting Minutes**

July 16, 2021
Via GoToMeeting

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Lynnette Ciavarella – Metra, John Donovan, FHWA, Jon Paul Diipla – McHenry County, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Chris Hiebert - SEWRPC, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Leah Mooney – CTA, Tara Orbon – Cook County, Jessica Ortega – Bike/Ped TF, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, Mike Vanderhoof - IDOT OP&P, Audrey Wennink – MPC

Staff Present: Erin Aleman, Lindsay Bayley, Alison Case, Bingchu Chen, Daniel Comeaux, Teri Dixon, Kama Dobbs, Caitlin Goodspeed, Jon Haadsma, Victoria Jacobsen, Leroy Kos, Elliott Lewis, Amy McEwan, Tim McMahon, Martin Menninger, Annie Parker, Jamie Pew, Stephane Phifer, Russell Pietrowiak, Yousef Salama, Todd Schmidt, Elizabeth Scott, Gordon Smith, Laura Wilkison, Beatrix Yan

Others Present: Elaine Bottomley, Emily Daucher, Jesse Elam, Michael Fricano, Lauryn Garner, Aaron Gatdula, Scott Hennings, Aladdin Husain, Kendra Johnson, Noah Jones, Ramesh Kanapareddy, Tom Kelso, Teresa Kernc, Howard Killian, Daniel Maziarz, Shari Pappas, Leslie Phemister, Nicholas Piro, Chad Riddle, Julian Roman, Neline Sahagun, Jeffery Schielke, Jamie Simone, Troy Simpson, Tom Slattery, Vicky Smith, Joe Surdam, David Tomzik, Jacob Weinstein, Tammy Wierciak, Robin Wilkinson, Joie Ziller

1.0 Call to Order and Introductions

Chair Snyder called the meeting to order at 9:32 a.m. and asked Ms. Bayley to call the roll.

2.0 Agenda Changes and Announcements

Chair Snyder reminded members and other attendees of best practices for participating in a virtual format. He stated that as permitted in the Governor's Disaster Declaration from June 25, 2021, the determination has been made that an in-person meeting is not

practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call. There were no agenda changes or additional announcements.

3.0 Approval of Minutes – June 4, 2021

A motion to approve the minutes from the June 4 meeting was made by Mr. Seglin and seconded by Mayor Rockingham. Vice Chair Hector-Hsu noted a reference in the draft minutes to the “Regional Transit Authority” should be changed to the “Regional Transportation Authority.” CMAP staff will make the correction. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

4.0 Committee Reports

Ms. Aleman noted that the Governor’s Disaster Declaration of June 25, 2021 expires at the end of the week and that the CMAP Board and MPO Policy Committee is planning for a full return to in-person meetings for the fall. Liaisons for other CMAP committees are working to prepare for a similar transition and will provide more details in the near future.

Ms. Aleman also informed the Committee that CMAP will be meeting with IDOT, FHWA, and MPC later this month regarding ADA transition plans across the region. She views this as an opportunity to enhance regional cooperation and to focus efforts on equity goals within our communities.

Lastly, Ms. Aleman will be meeting with USDOT Secretary Buttigieg and congressional representatives at the CSX Bedford Park Yard later this afternoon to discuss mobility issues and how the agency and its partners can collaborate with USDOT to advance solutions in green infrastructure and coordinated transportation programs such as CREATE. Mr. Seglin pointed out other members of the local delegation who are meeting with Secretary Buttigieg, including Chicago DOT Commissioner Biagi, Cook County President Preckwinkle, CTA President Carter, and IDOT Secretary Osman.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

Mr. Pietrowiak presented an overview of the 32 TIP changes contained in formal TIP amendment 21-07 and the 143 TIP changes contained in administrative amendments 21-07.1 and 21-07.2. The formal amendments resulted in an increase of \$86 million in total project cost for all prior, current and future years. The administrative amendments did not substantially alter total project costs in the TIP. The net change for total cost in the TIP from all amendments resulted in \$86 million being added to the TIP in prior, current and future years. Formal changes were comprised mostly of cost changes; however, administrative changes were largely projects being converted to or from advanced construction, in addition to some cost changes and schedule changes.

Staff requested approval of formal TIP Amendment 21-07. A motion to approve was made by Ms. Orbon and seconded by Mr. Carrier. A roll call vote was conducted, and the motion carried. (Roll call results are shown at the end of the minutes.)

6.0 Recommended CMAQ, TAP-L, and STP Shared Fund Programs Released for Public Comment

Ms. Dobbs provided an overview of the proposed 2022-2026 CMAQ, TAP-L, and STP Shared Fund programs and selection process. Between January and March 2021, 135 applications were received across the three funding programs. Applications were reviewed for eligibility and scored according to methodologies adopted by the CMAQ/TAP-L and STP Shared Fund Project Selection Committees. The three draft programs were presented to the Project Selection Committees and released for a 30-day public comment period from July 1 to July 30, 2021. To date, CMAP staff has received four public comments and will continue to collect responses through July 30. Comments may be submitted via email to transportation@cmmap.illinois.gov. Following the public comment period, the respective Project Selection Committees will review and discuss feedback and approve a final program. CMAP staff will prepare TIP amendments for Transportation Committee consideration and recommendation for approval on September 24, 2021. The Committee's recommendation will then be subject to final approval by the CMAP Board and MPO Policy Committee and their joint meeting in October.

The three programs combined include over \$280 million in federal funding across more than 50 projects. About \$120 million is within Cohort 4 communities and over \$25 million in toll credits are being used to reduce local match requirements for eight projects within these communities. The draft CMAQ program includes \$213 million for 31 projects, \$190 million of which is for transit projects. Together, the selected projects are anticipated to reduce volatile organic carbon (VOC) emission by approximately 113 kilograms per day within the CMAP region. The draft TAP-L program includes \$22.4 million for 12 bicycle facility projects to continue to build out the region's greenways and trails network. The draft STP Shared Fund program adds \$46 million for nine roadway, bridge, safety, and bicycle and pedestrian projects. These projects together support nearly 7.9 million jobs and households, and over half are located on facilities where over 20% of the users are majority people of color under the poverty line.

Mr. Snyder asked whether the STP Shared Fund proposed program totals in out years are lower than the previous program due to the incorporation of initial seed money for that inaugural program. Ms. Dobbs confirmed this, explaining that the 2020-2024 STP Shared Fund program included \$75 million over three years made available by IDOT. As the program progressed, the estimated funding levels are now approximately \$23 million per year.

Ms. Mooney expressed her thanks to Mr. Ferguson and CMAP staff for their guidance on how the program recommendations are developed, and that CTA looks forward to working with CMAP and other partners to evolve the programs in the future.

7.0 Safety Resource Group Update

Ms. Jacobsen provided an update of the mission of and work by the Regional Traffic Safety Resource Group to date. Activities included research into speed management best practices, data acquisition, development of local road safety plans through the Local Technical Assistance (LTA) program, engagement and outreach through multiple media, and convening Safety Resource Group meetings and other partner collaborations.

Mr. Schofer suggested linking the idea of traffic calming as a form of speed management to general quality of life improvements may be a fruitful synergy.

Mr. Snyder asked whether speed management and bicycle and pedestrian safety are intertwined issues. Ms. Jacobsen agreed and relayed that the group is exploring how speed management can promote safety in non-motorized transportation. Mr. Snyder also gave the example of the usefulness of speed feedback systems in key locations to inform motorists of their speed and induce slower travel. Ms. Jacobsen responded that they have reviewed examples of temporary and permanent feedback systems and their effects on motorist behavior.

Mr. Carrier affirmed the work of the group and described the work of a similar group within Lake County. He asked if there were opportunities to gather or acquire historic speed data outside of local speed studies. He also raised the tension between posted and design speeds of roadways and how they influence driver behavior.

Mr. Seglin asked how the group plans to address legislative issues, whether through a planned meeting or organically as the process develops. Ms. Jacobsen replied that they are advancing by understanding all facets of speed management so they can competently discuss issues with partners and policymakers. She does see a lot of potential to influence policy development. Mr. Seglin cautioned that the current legislative session is nearing its end and that any goal to propose or promote policy interventions should keep that in mind.

Ms. Mooney pointed out the connection between pedestrian safety and transit, and how improving transit priority and facilities can have attendant benefits for pedestrians and bicyclists. Ms. Jacobsen agreed and noted that arterial corridors may be a focus area for future recommendations. Ms. Mooney also stressed the importance of enforcement while balancing effective means of restitution and equitable practices. Ms. Jacobsen agreed and stated that they are working to incorporate such considerations.

Ms. Lee expressed an observation that much of the traffic along arterial roads in question may be the result of increased congestion on regional expressways and that the group should weigh those connected conditions.

Mr. Rickert commended CMAP for their responsiveness and asked if this work by CMAP and regional partners could be posted on CMAP's website or elsewhere online.

He noted that each agency is committed to finding solutions to increase safety but such a central source of information and notice of future meetings is needed.

Ms. Wennink asked to what extent could the group coordinate better at the state level. She felt that communication at that level has been lacking and represents an opportunity to better leverage resources for the region. Ms. Jacobsen replied that they have had quarterly meetings with the Bureau of Safety at IDOT and intend to expand dialogue.

Mr. Snyder echoed Mr. Seglin's observation about timing and brought up IDOT's annual call for safety projects during the first quarter of each year as a potential resource for local demonstration projects using recommendations from this study. Ms. Jacobsen replied that IDOT released a request for information (ROI) in May and June from communities and agencies about traffic safety concerns and that they are working to understand what those responses entailed.

8.0 Legislative Update

Mr. McMahon provided an update on federal legislation and policy development. He informed the Committee on the current status of the bipartisan framework for surface transportation reauthorization. The final bill text has yet to be released, but Senate leadership hopes for passage before the August 9th recess. House leadership has indicated that they do not plan to take up the Senate's infrastructure bill until the passage of the budget reconciliation package. He also notified the Committee of a funding opportunity from the FTA targeting areas of persistent poverty. The FTA made \$16.3 million in competitive grants to support improvements in transit service or facilities. The deadline to apply for this funding is August 30th.

9.0 Other Business

There was no other business.

10.0 Public Comment

No public comments were received prior to the meeting. Mr. Ferguson addressed questions in the chat regarding the Safety Resource Group update. Ms. Phemister asked if speed cameras are allowed outside the City of Chicago. Ms. Jacobsen answered that speed cameras were enabled under legislation that limited implementation to Chicago and that additional legislation would likely be required to expand these to other municipalities. She added that the group is looking into this further.

Ms. Simone questioned what aspect of the use of cameras in the region is new, whether technology or type of implementation. Ms. Jacobsen replied that it would be a broader application of the technology in additional areas as opposed to any new technology.

11.0 Next Meeting

The next Transportation Committee meeting is scheduled on August 27, 2021.

12.0 Adjournment

The meeting adjourned at 10:33 a.m.

Roll Call Votes

		Meeting Minutes 6.4.2021		TIP Approval 21-07	
		Y	N	Y	N
Member	Agency				
Chris Snyder	DuPage County	X		X	
Jessica Hector-Hsu	RTA	X		X	
Chuck Abraham	IDOT OIPI	X		X	
Brian Carlson	IDOT District 1	X		X	
Kevin Carrier	Lake County	X		X	
Lynnette Ciavarella	Metra	X		X	
John Donovan	FHWA				
Jon Paul Diipla	McHenry County	X		X	
Doug Ferguson	CMAP	X		X	
Jackie Forbes	Kendall County	X		X	
Chris Hiebert	SEWRPC	X		X	
Christina Kupkowski	Will County	X		X	
Aimee Lee	Tollway	X		X	
Erik Llewellyn	Pace	X			
Leah Mooney	CTA			X	
Tara Orbon	Cook County	X		X	
Jessica Ortega	Bike/Ped TF				
Tom Rickert	Kane County	X		X	
Leon Rockingham	Council of Mayors	X		X	
Joseph Schofer	Academic	X		X	
David Seglin	CDOT	X		X	
Mike Vanderhoof	IDOT OP&P	X		X	
Audrey Wennink	MPC	X		X	

Respectfully submitted,

Elliott Lewis



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: August 20, 2021
Re: Transportation Improvement Program (TIP) Amendments

Since the July 16th committee meeting, project programmers submitted 85 formal amendments for Transportation Committee consideration. Additionally, 127 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 21-08.

Formal Amendment 21-08

A total of 85 formal amendments were submitted for Transportation Committee approval on amendment **21-08**. Cost changes for 53 existing projects added nearly \$200 million in total cost to the TIP. Another \$85.5 million was added with eighteen (18) new projects. These cost changes and new projects include the addition of Illinois Transportation Enhancement Program (ITEP) funds, and the state and local match for these funds. \$27 million was added to the TIP due to project phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 12 projects and just under \$10 million was removed from the TIP with the deletion of two (2) projects. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of nearly \$302 million and the federal participation in projects increased by just over \$301 million, as summarized below.

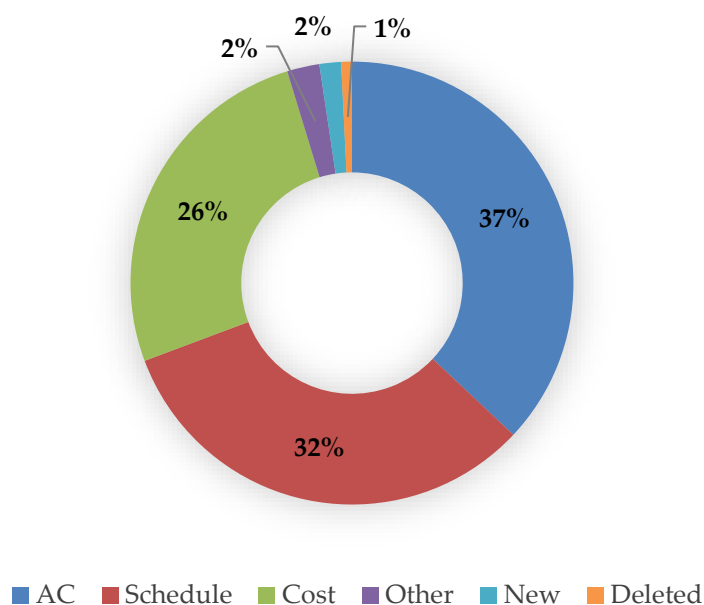
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	53	\$198.7	\$5,059.7	\$5,258.4	\$286.3	\$3,512.5	\$3,798.7
New project	18	\$85.5	\$0.00	\$85.5	\$23.5	\$0.0	\$23.5
Phase(s) added to or removed from TIP	12	\$27.3	\$448.9	\$476.1	\$0.01	\$332.6	\$332.6
Delete project	2	-\$9.7	\$9.7	\$0.00	-\$8.7	\$8.7	\$0.0
Grand Total	85	\$301.8	\$5,518.2	\$5,820.1	\$301.2	\$3,853.7	\$4,154.9

All costs in \$ millions

Administrative Amendment 21-08.1

A total of 127 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment [21-08.1](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

21-08.1 Administrative Amendment - Type of Change



As the end of the federal fiscal year approaches, the majority of administrative changes submitted were schedule changes for 41 projects, which included cumulative cost adjustments adding \$441,000 in total cost to the TIP. Thirty-three (33) projects submitted cost changes that removed a total cost of nearly \$39 million. Financial adjustments made when 47 projects placed phases into or converted phases from Advance Construction (AC) status, also removed just under \$1 million. One (1) project, with a total cost of \$10 million was deleted from the TIP and two (2) new projects with a total cost of \$2 million were added. Three (3) additional projects experienced other changes, such as updating project identifiers, with no financial changes. In total, just over \$47 million total was removed from the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Schedule	41	\$0.4	\$912.0	\$912.4	-\$0.5	\$538.2	\$537.6
Cost	33	-\$38.9	\$564.4	\$525.5	\$5.2	\$275.1	\$280.3
Phase(s) converted from AC status	30	-\$2.2	\$95.9	\$93.7	-\$2.7	\$78.5	\$75.8
Phase(s) placed in AC status	17	\$1.4	\$203.0	\$204.4	\$0.4	\$168.9	\$169.3
New project	2	\$2.1	\$0.0	\$2.1	\$0.5	\$0.0	\$0.5
Delete project	1	-\$10.0	\$10.0	\$0.0	-\$7.2	\$7.2	\$0.0
Other	3	\$0.0	\$10.7	\$10.7	\$0.0	\$8.5	\$8.5
Grand Total	127	-\$47.3	\$1,796.1	\$1,748.8	-\$4.4	\$1,076.4	\$1,072.0

All costs in \$ millions

ACTION REQUESTED: Approval of formal TIP Amendment 21-08

**Section 5310 –Enhanced Mobility for Seniors and Individuals with Disabilities
FY2020 & FY2021 Program of Projects**

Applicant	Project Title	Description and Justification	Total Estimated Budget	Federal Share
City of Naperville	Ride DuPage to Work Program	This project continues to operate as part of the Ride DuPage program. Older adults are afforded increased employment opportunities by providing them with transportation to jobs outside of their own town and at times that may extend beyond traditional work hours. Seven local governments sponsor the service. This is an existing Section 5310 funded project.	\$1,200,000	\$600,000
Clearbrook	Community Connections for Adults with Disabilities	This project provides transportation services to more than 8,000 children & adults with intellectual/developmental disabilities. Clients are transported to work, school, day programs, medical appointments, community recreation, and other activities. This is an existing Section 5310 funded project.	\$400,000	\$200,000
CTF Illinois	CTF Illinois Transportation Services for People with Disabilities	This project provides transportation support to children and adults with diverse disabilities. The door-to-door transportation services are vital to allow persons enrolled at CTF greater access to their daily supports including vocational, community employment, educational, fine arts, and advocacy. This award includes funding for GPS fleet tracking devices to provide precise travel data. This is an existing Section 5310 funded project.	\$206,595	\$105,276
DuPage County	Transportation to Work (Ride DuPage)	The Transportation to Work Program provides demand-responsive transportation to and from work for persons with disabilities. The project operates 24 hours per day, 365 days per year and serves all of DuPage County. This is an existing Section 5310 funded project.	\$1,182,000	\$591,000
Kane County	Ride in Kane Phase 17 & 18	The Ride in Kane project coordinates dial-a-ride services in Kane County into a centralized system that optimizes transportation resources for older adults and persons with disabilities. The sponsors of this project include multiple private non-profit organizations and local units of government. The award includes funding to support 1.5 positions at the County to lead mobility management efforts for Ride in Kane. This is an existing Section 5310 funded project.	\$5,200,000	\$2,660,000
Kendall County	Kendall Area Transit	This is a general public, demand responsive dial-a-ride service that serves primarily for senior citizens and persons with disabilities in the urban portions of	\$677,500	\$350,000

		Kendall County. The award includes funding to support a part-time mobility manager. This is an existing Section 5310 funded project.		
Little City Foundation	Transportation Program	This project provides transportation for seniors and individuals with intellectual and developmental disabilities, who are enrolled with Little City to places of employment, community-based programs, Special Olympics regional competitions, and medical appointments. This is an existing Section 5310 funded project.	\$1,000,000	\$500,000
McHenry County	MCRide Dial-A-Ride	The MCRide program provides coordinated dial-a-ride service to individuals with disabilities and individuals 60 years or older. Service is provided countywide. This is an existing Section 5310 project. New to this application, and included in the recommended award, is capital funding to develop a trip scheduling and payment app for riders, eliminating the need to call the Pace call center or pay in cash. This could serve as a pilot for other county coordinated services.	\$2,900,000	\$1,480,000
Ray Graham Association	Comprehensive Transportation Program	Individuals with disabilities are transported from their homes to Community Learning Centers and a variety of other activities including grocery shopping, medical appointments, volunteer opportunities and recreational activities. This is an existing Section 5310 project.	\$1,504,000	\$752,000
Ray Graham Association	Transportation Collaborative for Individuals with Development Disabilities	This project proposes a planning study to determine if there are efficiencies to be achieved by consolidating or coordinating service delivery and support services associated with the transportation programs of eight human service agencies (Ray Graham, Little City, CTF Illinois, Clearbrook, New Star Services, Park Lawn Services, Sertoma Center and Blue Cap). This is a new project proposal and is directly derived from the HSTP goals.	\$298,400	\$238,720
Will County	Will-Ride Transportation Services	This program provides transportation and mobility management services for persons with disabilities and older adults residing in eastern Will County townships. The award includes funding to support the County's Mobility Manager position. This is an existing Section 5310 project.	\$1,040,000	\$592,000

Pace	Phase VIII Regional Call Center	Phase VIII of Pace's Regional Call Center takes reservations for dial a ride and demand response services to seniors and individuals with disabilities. The Call Center provides comprehensive mobility management services that improve the coordination and operation of transportation services and supports county-led coordination services funded by Section 5310. This is an existing Section 5310 funded project.	\$3,105,494	\$2,484,395
Regional Transportation Authority (RTA)	Section 5310 Program Administration	Funding will be used for staff time related to administering the Section 5310 program. Activities include providing technical support and compliance oversight to subrecipients, processing contracts and invoices, program reporting and federal transit administration award administration.	\$300,000	\$300,000