

CMAP



UWP for Transportation Unified Work Program



Northeastern Illinois
Fiscal Year 2015

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

As the metropolitan planning organization for northeastern Illinois, the 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.

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Section 1: Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2015 (FY 15) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,305,358 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2015 UWP programs \$16,757,725 in FHWA/FTA funds and \$4,547,633 in state or local sources to provide for the necessary matching funds.

The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the 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 member agency can submit proposals or sponsor submissions from other entities.

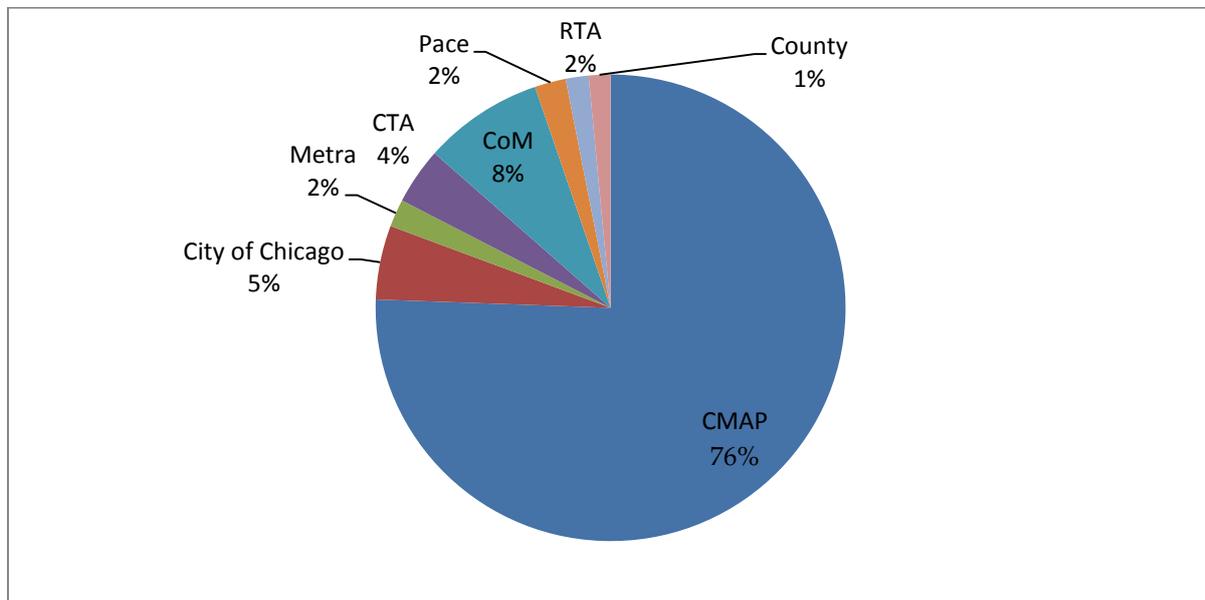
The FY 15 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2014 through June 30, 2015. The UWP Committee developed the FY15 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 15 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP. FY 15 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA and DuPage County. 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 Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 15 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2015 UWP Funds by Agency



CMAP is receiving 76% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, 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. CMAP, in coordination with RTA, will be administering the Community Planning Program, funded at \$600,000 in federal funds, and will allocate part of the funds to RTA depending on the project purpose.

The CTA, Metra, and Pace are receiving 4%, 2%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for planning automating special transit services. Pace received funding for the Pace/CTA North Shore transit service coordination plan and a customer satisfaction survey for ADA Paratransit and for Vanpool Customers.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and planning and outreach for CREATE.

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. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. DuPage County is funded for their County Long Range Transportation Planning program.

The Regional Transit Authority (RTA) is receiving 2% of the funds for the community planning program staff. In the competitive round, RTA received funding for conducting a study of stable funding for collar counties coordinated paratransit systems.

**Table 1:
Summary of UWP Projects and Budgets by Recipient Agency**

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,112,563	10,950,892	3,015,864	15,079,319
CMAP	Community Planning Program	600,000		150,000	750,000
CMAP Total		1,712,563	10,950,892	3,165,864	15,829,319
CTA	Program Development	400,000		100,000	500,000
CTA	Automating Special Transit Services	256,000		64,000	320,000
CTA Total		656,000	-	164,000	820,000
City of Chicago	Transportation and Programming	660,000	-	165,000	825,000
City of Chicago	CREATE Program Planning support	200,000		200,000	400,000
City of Chicago Total		860,000	-	365,000	1,225,000
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
County of Dupage	Long Range Transportation Planning	250,000		62,500	312,500
County Total		250,000	-	62,500	312,500
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Pace/CTA North Shore Transit Service Coordination Plan	160,000		40,000	200,000
Pace	Pace ADA Paratransit and Vanpool Customer Satisfaction Survey	80,000		20,000	100,000
Pace Totals		360,000		90,000	450,000
RTA	Community Planning Program Staff	160,000		40,000	200,000
RTA	Stable Funding for Collar Counties Coordinated Paratransit Systems Study	104,000		26,000	130,000
RTA Totals		264,000		66,000	330,000
FY 15 UWP Total		4,422,563	12,335,162	4,547,633	21,305,358

Funding by Program Category

The FY15 UWP is divided into six major program categories, as another way of describing the breadth of work involved. The program categories are briefly described below. Figure 2 shows the allocation of total FY15 UWP funds by category, and Table 2 shows how each project breaks out 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 type of work to be accomplished with these funds.

1. *Regional Transportation Planning*

This program category comprises the research, analysis, and regional coordination necessary to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. GO TO 2040, the comprehensive regional plan for northeastern Illinois, was adopted by the MPO Policy Committee and CMAP Board in October 2010. The budget for this program category totals \$2,798,947, or 13% 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 and supportive of regional comprehensive and functional plans and federal rules. The budget for this program category totals \$3,768,495, or 18% of the total UWP.

3. *Public Involvement and Information*

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan GO TO 2040 fall within this category. The budget for this category totals \$5,503,797 or 26% 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 \$3,247,220 or 15% 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, and to see that environmental and other issues are properly addressed in the region's transportation plan. The budget for this category totals \$2,529,574 or 12% of the total UWP.

6. Subregional 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 \$3,457,326, or 16% of the total UWP.

FIGURE 2
Share of FY 2015 Funds by Category

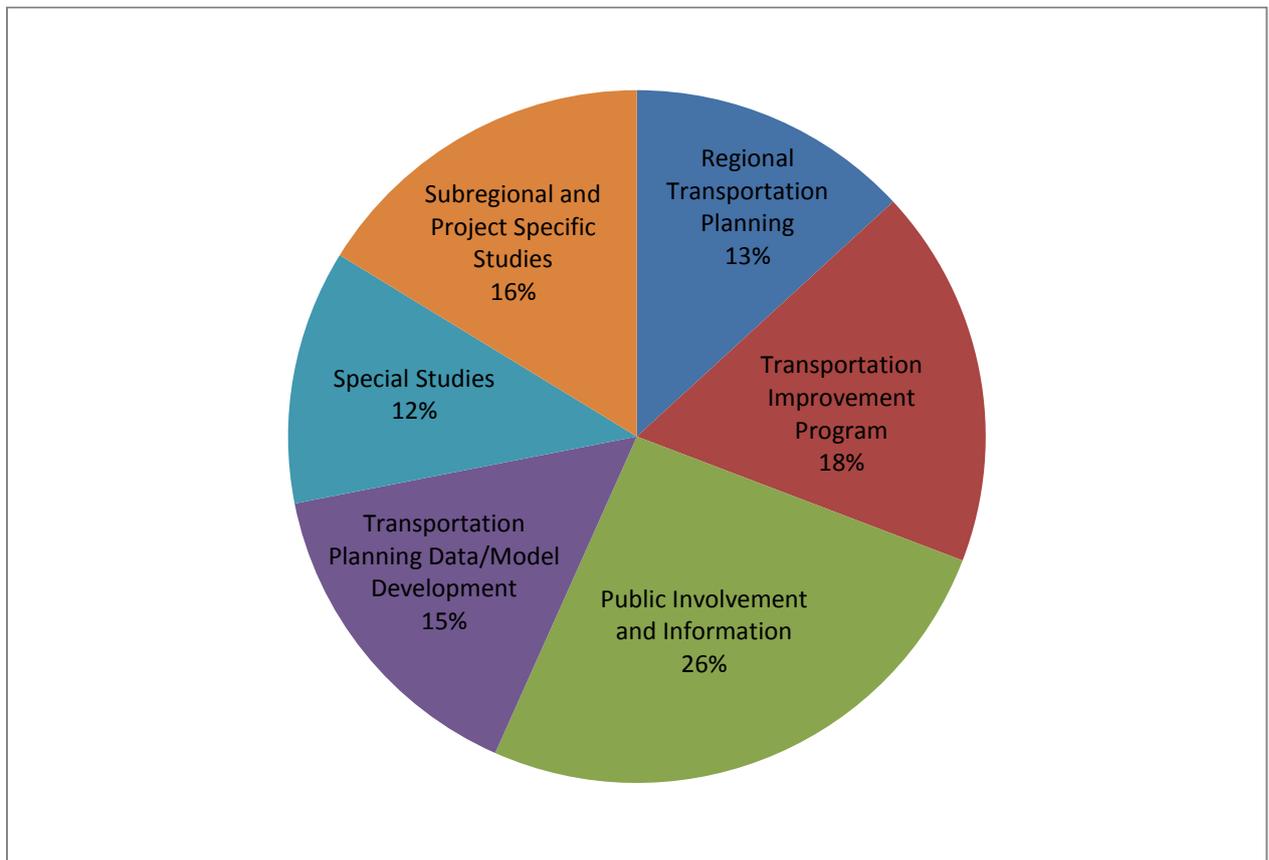


Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
CMAP	MPO Activities	15,079,319	2,088,739	1,731,725	3,878,486	3,247,220	2,399,574	1,733,576
CMAP	Community Planning Program	750,000			150,000			600,000
CTA	Program Development	500,000		300,000	200,000			
CTA	Automating Special Transit Services	320,000						320,000
City of Chicago	Transportation and Programming	825,000	82,500	412,500	82,500			247,500
City of Chicago	CREATE Program Planning support -	400,000			200,000			200,000
Council of Mayors	Subregional 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/CTA North Shore Transit Service Coordination Plan	200,000	200,000					
Pace	Pace ADA Paratransit and Vanpool Customer Satisfaction Survey	100,000			100,000			
RTA	Community Planning Program Staff	200,000						200,000
RTA	Stable Funding for Collar Counties Coordinated Paratransit Systems Study	130,000					130,000	
County of DuPage	Long Range Transportation Planning	312,500			156,250			156,250
Total		21,305,358	\$2,798,947	3,768,495	5,503,797	3,247,220	2,529,574	3,457,326
Percentage of Total			13%	18%	26%	15%	12%	16%

Brief Synopses of FY 2015 Recommended UWP Projects

<p>MPO Activities</p> <p>Purpose: 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>\$15,079,319</p>
<p>Community Planning Program</p> <p>Purpose: CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.</p>	<p>\$750,000</p>
<p>Chicago Metropolitan Agency for Planning (CMAP)</p>	<p>Agency Total: \$15,829,319</p>
<p>Program Development</p> <p>Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	<p>\$500,000</p>
<p>Automating Special Transit Services</p> <p>Purpose: The purpose of this project is to plan for the full automation of the dispatching and assignment of CTA special (supplemental) bus and rail services. The project will plan for an upgrade in scheduling software to fully automate the process of filling extra service and thereby reduce overhead costs.</p>	<p>\$320,000</p>
<p>CTA</p>	<p>Agency Total: \$820,000</p>
<p>Transportation and Programming</p> <p>Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>	<p>\$825,000</p>
<p>CREATE Program Planning support – Passenger and Commuter Rail: City of Chicago will prepare technical, planning, policy and strategy support services to ensure that the remaining CREATE investments maximizes public benefit. The City will facilitate communications with affected communities, businesses, and related stakeholders.</p>	<p>\$400,000</p>
<p>City of Chicago</p>	<p>Agency Total: \$1,225,000</p>
<p>Subregional Transportation Planning, Programming and Management</p> <p>Purpose: The purpose is to provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance</p>	<p>\$1,938,539</p>

Council of Mayors	Agency Total: \$1,938,539
County of DuPage, Long Range Transportation Plan Purpose: The purpose is to provide for the ongoing development and maintenance of the DuPage County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$312,500
County Projects	Agency Total: \$312,500
Program Development 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.	\$400,000
Metra	Agency Total: \$400,000
Rideshare Services Program Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants	\$75,000
TIP Development and Modeling 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.	\$75,000
Pace/CTA North Shore Transit Service Coordination Plan Purpose: Pace will review Pace and CTA services in the North Shore area, specifically services serving Evanston and Skokie, to reduce duplication of service, optimize routes and schedules, and to ensure efficient allocation of Scarce transit resources. The review shall include an evaluation of route statistics and productivity as well as a review of journey to work data for the study area.	\$200,000
Customer Satisfaction Survey for ADA Paratransit and Vanpool Purpose: Pace will conduct a Customer Satisfaction Index (CSI) Study of Pace's Vanpool and ADA Paratransit services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increased.	\$100,000
Pace	Agency Total: \$450,000
Community Planning Program Staff Support Purpose: The Community Planning Program provides grants and consultant assistance to local governments to undertake planning activities that integrate transportation (particularly transit) with land use and housing. RTA staff performs program and project management activities in support of the program.	\$200,000
Stable Funding for Collar Counties Coordinated Paratransit Systems System Purpose: RTA will conduct a study to identify a consistent and stable funding source for paratransit systems operating in the collar counties.	\$130,000
RTA	Agency Total: \$330,000

Section 2: Major Scheduled Projects

The projects included in the UWP will result in the development of a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2015. 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 2015. This list is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

Work Element/Project	Product	Product Type	Completion Date
Chicago Metropolitan Agency for Planning			
<u>Local Planning Support</u>			
	Selection of new technical assistance projects and grants	Plan/Program	October
	Call for new technical assistance applications	Outside distribution	May
	Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
	Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing
	Model plans and ordinances (3 completed in FY 15)	Outside distribution	Ongoing
	Initiation and completion of Local Technical Assistance projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
<u>Policy Development and Analysis</u>			

Work Element/Project	Product	Product Type	Completion Date
	Federal and State Legislative Agenda	Outside distribution	January 2015
	Staffing of CMAP Committee Structure	In-House	Ongoing
	Long Range Planning initial scoping development	In-House	Ongoing
	Long Range Planning-initial strategy and policy work on transportation investments and criteria	In-House	Ongoing
	Long Range Planning-outreach to local officials and transportation implementers about investment priorities	Outside distribution	Ongoing
	Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
	Long Range Planning. Policy research on issues of equity and environmental justice	Outside distribution	Ongoing
	Long Range Planning initial scoping for prioritizing urban freight network investments	In-House	Ongoing
	Coalition building around major metropolitan freight priorities.	Outside distribution	Ongoing
	Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
	Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
	Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
	Industry Cluster Drill Downs-Freight and Logistics/Advanced Manufacturing- Sub regional Analysis and Technical Assistance Development (Phase 2)	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
<u>Communications and Outreach</u>			
	Printed Materials: Fact sheets	Outside distribution	Ongoing
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures and flyers	Outside distribution	Ongoing
	Educational Events/Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/Program	Ongoing
	Educational Events/Training Sessions Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
	Educational Events/Training Sessions Water 2050 forums	Plan/Program	Ongoing
	Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
	Web Maintenance and Development: Content tightly related to GO TO 2040 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>			
	Regional Network Microsimulation Model	In-House	June 2015
	Macroscopic Freight Model	In-House	June 2015
	Conformity Analysis	Plan/Program	Biannually
	2040 Socioeconomic Forecast Update	Plan/Program	June 2014
	Data-Sharing Hub	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	External Data Requests	Outside distribution	Ongoing
	Go TO 2040 Indicator Tracking	Plan/Program	Ongoing
<u>Transportation Improvement Program</u>			
	TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation Report	Outside distribution	November 2013
	TIP Map	Outside distribution	Ongoing
	TIP Training	Outside distribution	Ongoing
	Conformity Analysis and Documentation	Outside distribution	Biannually
	Staff Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
	Analysis of regulatory changes	In-House	Ongoing
	TIP Programmer Updates	Outside distribution	Ongoing
	FFY 2014-2019 TIP and Documentation	Outside distribution	October 2014
	TIP Brochures	Outside distribution	Ongoing
	Manage CMAQ, TAP, and other local projects	Outside distribution	Ongoing
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
<u>Performance Based Programming</u>			
	Regional Transportation Performance Measure Update	In-House	Ongoing
	Regional Expressway Atlas	Outside distribution	Ongoing
	Summer Data Collection Program	In-House	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	FY 16 – 20 CMAQ and TAP program development	Plan/Program	
	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
	Bicycle and Pedestrian Transportation Planning, incl. update to Regional Greenways and Trails Plan	Outside distribution	June 2015
	RTOC support	In-House	Ongoing
	Provide data support for freight planning	In-House	Ongoing
	Regional ITS Plan and Architecture	In-House	Ongoing
<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

Work Element/Project	Product	Product Type	Completion Date
<u>City of Chicago</u>			
<u>Transportation and Programming</u>			
	Interaction with elected officials	Outside distribut	6/30/15
	Interaction with public	Outside distribut	6/30/15
	Interaction with other agencies	Outside distribut	6/30/15
	Capital Improvement Program	Plan/Program	6/30/15
	Fiscally constrained TIP (CDOT portion)	Plan/Program	6/30/15
	Data collection / database development	In-house	6/30/15
	Participation in Regional Planning Process	Plan/Program	6/30/15
<u>Create</u>			
	CREATE Program Planning, Policy, and Advocacy Support Materials	In-house	2014-2016
	CREATE Program Planning, Policy, and Advocacy Support Materials	Outside distribut	2014-2016
	Specialized Technical Studies and Analyses	In-house	2014-2016
	Specialized Technical Studies and Analyses	Outside distribut	2014-2016
	Online content and Communication	Outside distribut	2014-2016

Work Element/Project	Product	Product Type	Completion Date
County			
	Project Initiation	In-house	8/2014
	Existing Conditions and Deficiency Analysis	In-house	11/2014
	Socioeconomic and travel demand data/forecasts	Outside distribution	12/2014
	Trip Gen and Distrib Model Updates	Outside distribution	2/2015
	Travel Model Updates and Calibrations	Outside distribution	3/2015
	Travel Model Forecasts	Outside distribution	5/2015
	Transportation Alternative Development	Outside distribution	7/2015
	Draft Plan Development - Compile Strategies and Prioritize Lists of Capital Improvement	Plan/Program	10/2015
	Financial Analysis & Implementation Plan Development	Plan/Program	10/2015
	Multi-modal/Truck/Signal Analysis and Implementation Plan	Outside distribution	10/2015
	Final Plan Completion & Distribution	Plan/Program	12/2015
	Public Meetings, outreach & regional coordination	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
<u>Council of Mayors</u>			
	Surface Transportation Program	Plan/Program	Ongoing
	Congestion Mitigation and Air Quality	Plan/Program	Ongoing
	Other Federal Funding Programs	Plan/Program	Ongoing
	Other State Funding Programs	Plan/Program	Ongoing
	Newsletters/Annual Reports	Outside distribution	Ongoing
	Quarterly Reports	Outside distribution	Ongoing
	Other Plans/Programs, as needed	Plan/Program	Ongoing
	Other Reports, as needed	Outside distribution	Ongoing
	Overall Program Management	Plan/Program	Ongoing
	Coordination with CMAP, IDOT and other agencies	Plan/Program	Ongoing
<u>CTA</u>			
<u>Program Development</u>			
	Annual Report	In-house	June 2014
	TIP Update	In-house	06/27/14
	TIP Update	In-house	07/23/14

Work Element/Project	Product	Product Type	Completion Date
	TIP Update	In-house	09/10/14
	TIP Update	In-house	11/05/14
	Capital Amendments CTA/RTA Boards	In-house	2014
	FY 2015 - 2019 CIP -CTA Board	In-house	11/12/2014
	FY 2015-2019 CIP - RTA Board	In-house	12/11/14
	Annual Report	In-house	June 2014
	Task 1 - Contract proposal, negotiation and acceptance:	Plan/Program	9/14
	Task 2: Project scope, software customizations, and vendor programming.	Plan/Program	3/15
	Task 3: Software installation and user acceptance	In-house	5/15
	Task 4: Training, parallel testing, and user acceptance.	In-house	6/15

Metra			
	Preliminary Capital Program & Budget	Plan/Program	11/14/2 014
	Public Involvement Briefing Materials	Outside Distribution	11/14/2 014

Work Element/Project	Product	Product Type	Completion Date
	Final Capital Program & Budget	Outside Distribution	12/12/2014
	TIP Submittal	Outside Distribution	12/12/2014
Pace			
<u>Rideshare Services Program</u>			
	Promotional Items	Outside distribution	6/30/15
	Collateral materials	Outside distribution	6/30/15
<u>TIP</u>			
	Pace TIP element	In-house	On-going
	Pace fiscal year 2015-2019 Capital Program	In-house	Dec 2014
	Monitor TIP Program/Projects	In-house	On-going
<u>Pace/CTA North Shore Transit Service Coordination Plan</u>			
	Market Analysis/Coordination with previous work	Outside distribution	9/2014
	Origin/Destination Analysis	Outside distribution	11/2014
	Outreach	Outside distribution	3/2015
	Service Design	Outside distribution	7/2015
	Capital Costs	Outside distribution	9/2015

Work Element/Project	Product	Product Type	Completion Date
	Operating Costs	Outside distribution	11/2015
	Implementation Plan	Plan/Program	3/2016
<u>Pace ADA Paratransit Customer Satisfaction Survey/Pace Vanpool Cutover Satisfaction Survey</u>			
	Summary report of key findings from recent Pace customer satisfaction and loyalty research, industry best practices and recommendations for customer satisfaction and loyalty research, and recommended application of best practice models to the Pace ADA Paratransit/Vanpool CSI survey process	In-house	month 1
	A recommended Vanpool/ADA Paratransit Customer Satisfaction Survey tool	In-house	month 2
	Sampling and survey administration plans for the Vanpool/ADA Paratransit CSI survey tools that integrate options for incorporating an online approach where appropriate	In-house	month 2
	Form design proofs and final proofed copies of all Vanpool/ADA Paratransit CSI materials	Outside distribution	month 2

Work Element/Project	Product	Product Type	Completion Date
	On-board assistance where needed to expedite the survey distribution and data collection process; One fixed-choice data file and one verbatim comments data file for Vanpool/ADA Paratransit CSI survey delivered in Excel or SPSS format (total of 4 files)	In-house	month3,4
	Report of ad hoc preliminary and final survey findings upon request	In-house	month 3,4
	Final report of Vanpool/ADA Paratransit survey findings.	In-house	month 5,6
RTA			
<u>Community Planning Program Staff</u>			
	Project Management	Plan/Program	Ongoing
	Ongoing Project Implementation Tracking (on RTAMS)	Outside distribution	Ongoing
	Annual Implementation Report	Outside distribution	December
	Host 3-4 Roundtables with Developers	Plan/Program	Ongoing
	Selection of new Community Planning projects and grants	Plan/Program	August

Work Element/Project	Product	Product Type	Completion Date
	Call for new Community Planning applications	Outside distribution	May
	Communications/Outreach Support	Outside distribution	April
	Community Planning Survey Efforts (once plans are completed, grantees are surveyed)	Outside distribution	Ongoing
	Zoning Code Ordinances (3 expected to be completed in 2014)	Plan/Program	Ongoing
	Developer Matching with Past Community Planning grantees (8 expected to be completed in 2014)	Plan/Program	Ongoing
<u>Stable Funding for Collar Counties Coordinated Paratransit Systems Study</u>			
	Identification of sources, programs and parameters	In-house	Spring 2015
	Analysis and evaluation of sources vs. programs.	In-house	Spring 2015
	Present current and project future market growth	In-house	Spring 2015
	Analysis of rider eligibility by program	In-house	Summer 2015
	Identify and Perform Cost benefit analysis of strategies	In-house	Summer 2015
	Prepare Recommendations and final report	Outside distribution	Summer 2015

* The three types of products are:

- 1) officially endorsed or adopted plans and programs;
- 2) reports which receive outside distribution and which may receive formal review by the Transportation Committee or similar entity; and
- 3) internal working papers, computer files, maps, etc. which are prepared for use in-house or by another agency, and which may be made available on a limited basis.

Section III: Detailed Work Program by Recipient Agency

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

CMAF

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	Core MPO Activities
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$12,063,455
Local Match Amount	\$3,015,864
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$15,079,319

Description and Justification
<p>Brief Description: 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> <ol style="list-style-type: none"> 1. See attached major tasks

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

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, 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.

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.

Is this project regional in scope? Please explain.

Yes. This proposal is for the transportation and land use planning of the 7-county region of northeastern Illinois.

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

FY 15 Unified Work Program for Northeastern Illinois

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Products and Completion Schedule		
Product	Product Type	Completion Date
<u>Local Planning Support</u>		
Selection of new technical assistance projects and grants	Plan/Program	October
Call for new technical assistance applications	Outside distribution	May
Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing
Model plans and ordinances (3 completed in FY 15)	Outside distribution	Ongoing
Initiation and completion of Local Technical Assistance projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
<u>Policy Development and Analysis</u>		
Federal and State Legislative Agenda	Outside distribution	January 2015
Staffing of CMAP Committee Structure	In-House	Ongoing
Long Range Planning initial scoping development	In-House	Ongoing
Long Range Planning-initial strategy and policy work on transportation investments and criteria	In-House	Ongoing
Long Range Planning-outreach to local officials and transportation implementers about investment priorities	Outside distribution	Ongoing
Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
Long Range Planning. Policy research on issues of equity and environmental justice	Outside distribution	Ongoing
Long Range Planning initial scoping for prioritizing urban freight network investments	In-House	Ongoing
Coalition building around major metropolitan freight priorities.	Outside distribution	Ongoing
Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing

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Products and Completion Schedule		
Product	Product Type	Completion Date
Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
Industry Cluster Drill Downs-Freight and Logistics/Advanced Manufacturing- Subregional Analysis and Technical Assistance Development (Phase 2)	Outside distribution	Ongoing
Continued Regional Coordination on Transportation and Innovation Performance Metrics	Outside distribution	Ongoing
Continued Analysis of Transportation, Land Use, Environmental and Climate Change Impacts	Outside distribution	Ongoing
<u>Communications and Outreach</u>		
Printed Materials: Fact sheets	Outside distribution	Ongoing
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events/Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/Program	Ongoing
Educational Events/Training Sessions Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
Educational Events/Training Sessions Water 2050 forums	Plan/Program	Ongoing
Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
Web Maintenance and Development: Content tightly related to GO TO 2040 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>		
Regional Network Microsimulation Model	In-House	June 2015
Macroscopic Freight Model	In-House	June 2015
Conformity Analysis	Plan/Program	Biannually
2040 Socioeconomic Forecast Update	Plan/Program	June 2014
Data-Sharing Hub	Outside distribution	Ongoing
External Data Requests	Outside distribution	Ongoing

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Products and Completion Schedule			
Product	Product Type	Completion Date	
Go TO 2040 Indicator Tracking		Plan/Program	Ongoing
<u>Transportation Improvement Program</u>			
TIP with modifications and/or amendments and fiscal marks		Plan/Program	Ongoing
Active program management reports		Outside distribution	Ongoing
Obligation Report		Outside distribution	November 2013
TIP Map		Outside distribution	Ongoing
TIP Training		Outside distribution	Ongoing
Conformity Analysis and Documentation		Outside distribution	Biannually
Staff Tier II Consultation Decisions and Documentation		Outside distribution	Ongoing
Analysis of regulatory changes		In-House	Ongoing
TIP Programmer Updates		Outside distribution	Ongoing
FFY 2014-2019 TIP and Documentation		Outside distribution	October 2014
TIP Brochures		Outside distribution	Ongoing
Manage CMAQ, TAP, and other local projects		Outside distribution	Ongoing
Analysis of CMAQ cost revisions		Outside distribution	Ongoing
<u>Performance Based Programming</u>			
Regional Transportation Performance Measure Update		In-House	Ongoing
Regional Expressway Atlas		Outside distribution	Ongoing
Summer Data Collection Program		In-House	Ongoing
FY 16 – 20 CMAQ and TAP program development		Plan/Program	
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

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Products and Completion Schedule		
Product	Product Type	Completion Date
Bicycle and Pedestrian Transportation Planning, incl. update to Regional Greenways and Trails Plan	Outside distribution	June 2015
RTOC support	In-House	Ongoing
Provide data support for freight planning	In-House	Ongoing
Regional ITS Plan and Architecture	In-House	Ongoing
<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
Internal Systems Audit	In-House	Ongoing

Expense Breakdown	
Staff (including overhead) Cost	\$12,257,400
Total Person Months	952.56
Consultant Cost	\$615,000
Other Costs	\$2,206,919
Total Project Cost	\$15,079,319

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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

FY 15 Unified Work Program for Northeastern Illinois

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CMAP BUDGET SUMMARY FOR FY 15 UWP

Program	Staff	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,805,800	240.12	\$215,000	\$68,500	\$3,089,300
Policy Analysis and Development	\$2,447,000	156.0	\$150,000	\$120,000	\$2,717,000
Performance-Based Programming	\$991,600	82.0		\$10,600	\$1,002,200
TIP	\$1,425,200	96.0	\$150,000	\$34,200	\$1,609,400
Go To 2040 Plan Update	\$143,500	12.00		\$52,500	\$196,000
Research and Analysis	\$2,493,500	205.6		\$444,400	\$2,937,900
Communication	\$1,443,500	124.8	\$100,000	\$83,800	\$1,627,300
Information Technology Management	\$507,300	36.00		\$1,392,919	\$1,900,219
TOTAL	\$12,257,400	952.5	\$615,000	\$2,206,919	\$15,079,219

CONTRACT DETAIL

Program	Purpose	Amount
LOCAL PLANNING		
Engagement Software	Public involvement tool for local projects for use in LTA program	\$100,000
Market Analysis	Market analysis and financial analysis for LTA program	\$65,000
Visualizations	Development of renderings, illustrations, and other visualizations for LTA program	\$50,000
POLICY ENVIRONMENT		
Fiscal and Economic Impact of Land Use Decisions	Assess the impacts through collection of local data on transportation costs and impacts and development of a model to estimate subregional and regional impacts for land use scenarios.	\$150,000
COMMUNICATION AND OUTREACH		
Design Integration	Support for design of the website	\$100,000
TRANSPORTATION IMPROVEMENT PROGRAM		
TIP Database Upgrade	Major upgrade and new development of TIP database	\$150,000

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UNIQUE OTHER EXPENSES

Program	Purpose	Amount
<u>COMMUNICATIONS AND OUTREACH</u>		
Web Hosting	Hosting of CMAP website	\$25,000
Video	Development of video	\$15,000
<u>RESEARCH AND ANALYSIS</u>		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$360,000
<u>TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</u>		
Software Maintenance	Upgrades, fixes and various other necessary modifications required for TIP database	\$15,000
<u>INFORMATION TECHNOLOGY</u>		
Software Maintenance/licenses	Annual fees	\$307,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$655,000
Equipment	New and replacement of computer equipment	\$120,000
Construction	Installation of required fire alarm system	\$100,000
Software	Purchase of new software	\$50,000

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

FY 2015 CMAP Major Tasks:

Local Planning

2. Technical assistance coordination
3. Online case study library
4. Planning Commissioner trainings
5. Model plans, ordinances, and codes
6. Direct technical assistance to communities, through both staff time and consultant assistance

Policy Development and Analysis

1. Performance Based Funding for Highway and Transit Funding Decisions-Internal Process Review, External Campaign, Development of Performance Measures, Analytic Tools, Indicators, and Communications Tools
2. Monitoring and Policy Analysis of State and Federal Legislation
3. Freight Policy – Task Force to Explore Regional Freight Authority
4. Freight Policy- National Coalition Building on Policy Development
5. Major Capital Project Technical Assistance. Aligning with GO TO 2040 recommendations
6. Congestion Pricing Analysis, Communications and outreach
7. Industry Cluster Drill Down Research and Analysis with a Focus on Implementation of Freight/Logistics and Advanced Manufacturing Recommendations
8. Development of Transportation and Economic Development Indicators
9. Continuing Analysis of Innovative Financing for Transportation
10. Continuing Analysis of State and Local Tax Policy
11. Analysis of Fiscal Impacts of Transportation and Land Use Decisions
12. Analysis of Transportation and Environmental Impacts
13. Continuing Research and Analysis for CMAP's Policy Updates Blog

Communications and Outreach

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

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Regional Information and Data Development

1. Advanced Urban Model Development
2. Survey Research
3. Travel and Emissions Modeling
4. Regional Inventories
5. External Data Requests
6. Data Sharing Hub
7. Data Library Management
8. GO TO 2040 Indicator Tracking

Transportation Improvement Program

1. Update and maintain TIP including processing amendments.
2. Manage CMAQ and TAP obligation and project completion.
3. Review federal register and other sources for regulatory changes.
4. Coordinate IEPA activities with regional requirements
5. Update TIP and EMME/2 networks, run MOVES model to obtain emissions based on travel demand model results.
6. Document conformity analysis and process
7. Consult with federal and state regulatory agencies and ensure that public participation, fiscal constraint and all other applicable federal and state regulations are met.
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.
11. Staff Council of Mayors Executive Committee, Transportation 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 regionwide transportation programs.
14. Ensure air quality standards will be accomplished.
15. Analysis of regional accomplishments.
16. Maintain TIP Map.
17. Increase outreach to general public of TIP tools, Communication and Public Involvement.
18. Determine database capabilities based on future needs as identified through the strategic planning process.

Performance Based Programming

1. Regional Transportation Operations Coalition
2. Freight Analysis
3. Performance Monitoring

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4. Congestion Management Process
5. CMAQ and TAP Program Development
6. Decision Support for Local and State Transportation Programming
7. Intelligent Transportation System Planning

Information Technology Management

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

Project Title	Local Technical Assistance and Community Planning Programs
Sponsoring Agency	CMAP, with suballocation to RTA depending on projects
FHWA/FTA Amount Requested	\$600,000
Local Match Amount	\$150,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$750,000

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Description and Justification

Brief Description: 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 8-10 local plans.

Major Tasks (up to 20)

1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. This year, both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. 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 Transportation Committee and Local Coordinating Committee prior to approval. Projects administered by the RTA will be subject to approval of the agency budget in December.
4. Initiate new projects. Successful communities will either hold their own consultant selection processes to procure consultant assistance or will work with CMAP/RTA to choose from a list of pre-qualified consultants already screened by CMAP/RTA.
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. In future years, modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program are expected.

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Competitive Justification: Please identify the regional focus area associated with this project.

Local Technical Assistance

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

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.

Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

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.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

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.

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

Yes. CMAP received funding for previous years of this project in FY 11 and FY 13. The RTA has received UWP funding for its Community Planning Program in past years as well. CMAP and the RTA submitted a joint application similar to this one in FY 14.

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

The products will benefit local governments (municipalities, COGs, and counties) as well as transportation agencies whose investments are affected by local land use decisions.

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

Illinois Department of Transportation and RTA funds. Additional funding for complementary non-transportation activities by CMAP will also be provided through grants from the Economic Development Administration, Illinois Attorney General, Chicago Community Trust, and other sources.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Selection of approximately 8-10 new projects to receive grant funding	Outside distribution	Oct / Dec
Initiation of local projects	Plan/Program	Ongoing
Completion of local projects	Plan/Program	FY 16
Process evaluation and preparation for FY 16 applications	In-house	March

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$750,000
Other Costs	\$
Total Project Cost	\$750,000
<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, RTA, or local governments). All projects are scheduled to be initiated by early 2015 and will be completed by June 2016.</p>	
<p>Please specify the purpose of other costs</p>	

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City Of Chicago

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Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Department of Transportation
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

Brief Description: To support national and regional 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.

Major Tasks (up to 20)

1. Expansion of CDOT Planning Staff
2. Surface Transportation Program Assistance
3. Surface Transportation Program Development
4. General Liaison
5. Technical Assistance and Studies
6. TIP Development and Monitoring
7. NOTE: Additional detail is provided in the accompanying addendum

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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?

1. TIP: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.
2. RTP: Assist with the implementation and update of GoTo 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 this program through the participation of the City of Chicago.
4. Public Involvement Plan: Assure public involvement at the project level

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 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

Is this project regional in scope? Please explain.

The City's participation in the regional planning process impacts the development of the long range comprehensive plan and the TIP and directly and significantly impacts the transportation network of northeastern Illinois. The City's transportation system supports and provides service to millions of suburban residents, national and international visitors.

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

Residents of and visitors to northeastern Illinois.

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

City Corporate funding

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Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	6/30/15
Interaction with public	Outside distribution	6/30/15
Interaction with other agencies	Outside distribution	6/30/15
Capital Improvement Program	Plan/Program	6/30/15
Fiscally constrained TIP (CDOT portion)	Plan/Program	6/30/15
Data collection / database development	In-house	6/30/15
Participation in Regional Planning Process	Plan/Program	6/30/15

Expense Breakdown	
Staff (including overhead) Cost	\$825,000
Total Person Months	92
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$825,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	CREATE Program Planning Support - Passenger & Commuter Rail
Sponsoring Agency	CDOT
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$200,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Description and Justification

Brief Description: 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 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.

Major Tasks (up to 20)

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 surface transportation legislation reauthorization and any other relevant transportation funding legislative initiatives.
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. Maintain web and social media content.

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Competitive Justification: Please identify the regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

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.

Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

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.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

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.

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

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.

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

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.

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

City funds

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Products and Completion Schedule		
Product	Product Type	Completion Date
CREATE Program Planning, Policy, and Advocacy Support Materials	In-house	2014-2016
CREATE Program Planning, Policy, and Advocacy Support Materials	Outside distribution	2014-2016
Specialized Technical Studies and Analyses	In-house	2014-2016
Specialized Technical Studies and Analyses	Outside distribution	2014-2016
Online content and Communication	Outside distribution	2014-2016

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	12
Consultant Cost	\$400,000
Other Costs	\$
Total Project Cost	\$400,000
Please specify the purpose of consultant costs and time line for expenditure	
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 maximizes public benefit.	
Please specify the purpose of other costs	

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

County

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	DuPage County Long Range Transportation Plan
Sponsoring Agency	Cook, DuPage, Kane, Lake, Will, McHenry, Kendall Co
FHWA/FTA Amount Requested	\$250,000
Local Match Amount	\$62,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$312,500

Description and Justification

Brief Description: The Counties' Core Long-Range Transportation Planning (LRTP) Program provides for the ongoing development and maintenance of multi-jurisdictional plans needed to manage future growth and travel demand. The Plan is a tool that guides the programming and planning of infrastructure improvements, services and the allocation of financial resources. A rotating planning cycle among the Counties insures that policies, strategies and projects are reviewed and updated on a periodic basis.

FY15-DuPage Co 2040 Transportation Plan

Major Tasks (up to 20)

1. Prepare existing conditions and systems inventory.
2. Forecast socioeconomic data to establish future travel demand.
3. Identify and evaluate transportation deficiencies and transportation improvements
4. Identify Regional short and long term projects and strategies
5. Update Base Year, Short Term and Long Term Model Networks
6. Run/Analyze Base Year, Short Term and Long Term Models
7. Compile recommendations for strategies and major capital projects into a Draft Plan
8. Synthesize existing multi-modal, ITS and Truck facility plans and integrate into overall system plan
9. Conduct financial analysis by comparing revenues to plan costs.
10. Prepare an implementation plan.
11. Ensure regional coordination/input by involving CMAP, transit agencies, etc.
12. Ensure local coordination/input by involving local leaders, stakeholders, and the public.
13. Finalize the transportation plan document.
14. Adoption of the Long-Range Transportation Plan by the County Board
15. Distribution of the final document.

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

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 is responsible for reviewing and approving federally funded transportation projects. This project supports CMAP's planning efforts and goals to foster 1) mobility and access for people and goods, 2) efficient system performance and preservation, and 3) good quality of life. This project builds on the Go To 2040 priority - "Invest Strategically in Transportation" - and provides the County with a tool to identify transportation needs, prioritize projects, and program/allocate funding.

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

1) Financial Planning including Innovative Financing Strategies: Continued planning/policy work on important issues of fiscal policy to improve the transportation system. Careful management of resources while developing innovative methods for making strategic decisions.

2) Improving Decision-Making Models and Evaluation Criteria for Project Selection: Improving decision-making processes for transportation projects and prioritizing investments.

3) Mobility - Increase Commitment to Public Transit: Implement cost-effective strategies to improve mobility

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

Yes, this project will be an update of the DuPage County 2010 Comprehensive Road Improvement Plan approved by the DuPage County Board in November, 2010. It will also satisfy statutory requirements of the DuPage County Impact Fee Program.

Is this project regional in scope? Please explain.

The project is multi-jurisdictional, requiring the cooperation and coordination of the local municipalities, bordering jurisdictions, townships, park and forest preserve districts, IDOT, the Illinois Tollway, Transit Agencies and neighboring counties and communities. Coordination with CMAP, the RTA, and transit service providers ensures connectivity and consistency with regional systems, projects, and planning efforts

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

The plan development process will engage the public and a variety of local and regional stakeholders. Products of this plan (both interim and final) will be available to all stakeholders and other regional agencies pursuing similar planning efforts. The benefactors include unincorporated areas, local municipalities, townships, IDOT, the RTA, peer counties and CMAP.

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

DuPage County Impact Fee Administrative Funds

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Products and Completion Schedule		
Product	Product Type	Completion Date
Project Initiation	In-house	8/2014
Existing Conditions and Deficiency Analysis	In-house	11/2014
Socioeconomic and travel demand data/forecasts	Outside distribution	12/2014
Trip Gen and Distrib Model Updates	Outside distribution	2/2015
Travel Model Updates and Calibrations	Outside distribution	3/2015
Travel Model Forecasts	Outside distribution	5/2015
Transportation Alternative Development	Outside distribution	7/2015
Draft Plan Development - Compile Strategies and Prioritize Lists of Capital Improvement	Plan/Program	10/2015
Financial Analysis & Implementation Plan Development	Plan/Program	10/2015
Multi-modal/Truck/Signal Analysis and Implementation Plan	Outside distribution	10/2015
Final Plan Completion & Distribution	Plan/Program	12/2015
Public Meetings, outreach & regional coordination	Outside distribution	Ongoing

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State Fiscal Year (July 1, 2014 – June 30, 2015)

Expense Breakdown	
Staff (including overhead) Cost	\$0
Total Person Months	25-26
Consultant Cost	\$300,000
Other Costs	\$12,500
Total Project Cost	\$312,500
<p>Please specify the purpose of consultant costs and time line for expenditure</p> <p>Consultant expenses will include transportation modeling, compilation of traffic data, travel demand data, financial data. Consultants will also be utilized to assemble outside plans for alternatives, review multi-modal plans, and advance solutions, conduct public outreach and generally assist in plan preparation.</p> <p>Timeframe for completion is 17-18 months</p>	
<p>Please specify the purpose of other costs</p> <p>Materials for public meetings, printing and publishing</p>	

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Council of Mayors

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

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: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance.

Major Tasks (up to 20)

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

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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 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, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.

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

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.

Is this project regional in scope? Please explain.

Yes. the Council of Mayors PL program is operated within the eleven subregional Councils.

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.

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

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

Expense Breakdown	
Staff (including overhead) Cost	\$1,938,539
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0
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	

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Scope of Service/Responsibilities

FY 2015 Planning Liaison Scope of Services

To Be Approved by the Council of Mayors Executive Committee on 2/11/14

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 2015 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, 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 be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP policies, programs and initiatives indirectly related to transportation to local officials, 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 actively work to assist CMAP staff with the implementation of *Go To 2040*.

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, and participating in and providing input on 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 STAR Line Mayors Task Force, the IDOT Eisenhower Expressway (I-290) study, the Southeast Commuter Rail Service, the Cook-DuPage Corridor Study, the Illiana Corridor Study, Tollway Efforts (including the I-90 Corridor and IL 53 North Extension), MAP-21 implementation/reauthorization, etc.

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 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 review applications and assist in implementation for locally sponsored STP projects. The PL program will take an active role in the Congestion Mitigation and Air Quality

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

(CMAQ) project application review, selection and implementation process. Additional assistance, monitoring and review will be provided for the Safe Routes to School Program, Transportation Alternatives Program, Highway Bridge Replacement and Rehabilitation Program, High Priority Projects Program, Highway Safety Improvement Program, Illinois Transportation Enhancement Program as well as all fund sources under MAP-21.

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.

Basis for Council of Mayors FY 15 UWP Funding Request - Core Supplemental

Council	Population	% Total	FY 2015									
			Base Distribution	Population Distribution	Additional Staff	Federal Total	80/20 Federal	50/50 Federal	Local Match 80/20	50/50 Local Match	Local Match Total	Total Federal and Local
NorthShore	326,078	5.71%	\$87,428.14	\$8,277.13	\$0.00	\$95,705.27	\$95,705.27	\$0.00	\$23,926.32	\$0.00	\$23,926.32	\$119,631.59
Northwest	713,803	12.50%	\$87,428.14	\$18,119.80	\$0.00	\$105,547.94	\$105,547.94	\$0.00	\$26,386.99	\$0.00	\$26,386.99	\$131,934.93
NorthCentral	310,457	5.44%	\$87,428.14	\$7,885.74	\$0.00	\$95,313.88	\$95,313.88	\$0.00	\$23,828.47	\$0.00	\$23,828.47	\$119,142.35
Central	257,867	4.51%	\$87,428.14	\$6,537.62	\$0.00	\$93,965.76	\$93,965.76	\$0.00	\$23,491.44	\$0.00	\$23,491.44	\$117,457.20
Southwest	377,340	6.61%	\$87,428.14	\$9,581.75	\$0.00	\$97,009.89	\$97,009.89	\$0.00	\$24,252.47	\$0.00	\$24,252.47	\$121,262.36
South	519,918	9.10%	\$87,428.14	\$13,191.22	\$55,520.42	\$156,139.78	\$100,619.36	\$55,520.42	\$25,154.84	\$55,520.42	\$80,675.26	\$236,815.04
DuPage	926,125	16.21%	\$87,428.14	\$23,497.76	\$55,520.42	\$166,446.32	\$110,925.90	\$55,520.42	\$27,731.48	\$55,520.42	\$83,251.90	\$249,698.22
KaneKendall	667,392	11.68%	\$87,428.14	\$16,931.14	\$55,520.42	\$159,879.70	\$104,359.28	\$55,520.42	\$26,089.82	\$55,520.42	\$81,610.24	\$241,489.94
Lake	699,057	12.24%	\$87,428.14	\$17,742.91	\$55,520.42	\$160,691.47	\$105,171.05	\$55,520.42	\$26,292.76	\$55,520.42	\$81,813.18	\$242,504.65
McHenry	325,211	5.69%	\$87,428.14	\$8,248.13	\$0.00	\$95,676.27	\$95,676.27	\$0.00	\$23,919.07	\$0.00	\$23,919.07	\$119,595.34
Will	588,735	10.31%	\$87,428.14	\$14,945.21	\$55,520.42	\$157,893.77	\$102,373.35	\$55,520.42	\$25,593.34	\$55,520.42	\$81,113.76	\$239,007.53
Totals	5,711,983	100%	\$961,709.54	\$144,958.41	\$277,602.10	\$1,384,270.05	\$1,106,667.95	\$277,602.10	\$276,666.99	\$277,602.10	\$554,269.10	\$1,938,539.14

To be approved by the Council of Mayors Executive Committee on February 11, 2014.

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

CTA

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	Program Development
Sponsoring Agency	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
Brief Description:
Major Tasks (up to 20)
<ol style="list-style-type: none"> Facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program.
<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, allows the CTA to continue processes to meet its core MPO responsibilities. Development of Capital program of projects for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines.</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> <p>Moderization of Public Transportation</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No.</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes. Development of CTA's five-year capital program includes projects located throughout the entire service area.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>CTA will provide funds from the operating budget.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>CTA will provide funds from the operating budget.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-house	June 2014
TIP Update	In-house	06/27/14
TIP Update	In-house	07/23/14
TIP Update	In-house	09/10/14
TIP Update	In-house	11/05/14
Capital Amendments CTA/RTA Boards	In-house	2014
FY 2015 - 2019 CIP -CTA Board	In-house	11/12/2014
FY 2015-2019 CIP - RTA Board	In-house	12/11/14

Expense Breakdown	
Staff (including overhead) Cost	\$500000
Total Person Months	44
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$500,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

Project Title	Automating Special Transit Services
Sponsoring Agency	Chicago Transit Authority

FY 15 Unified Work Program for Northeastern Illinois

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FHWA/FTA Amount Requested	\$256,000
Local Match Amount	\$64,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$320,000

Description and Justification

Brief Description: CTA is requesting support for the planning and execution of automation of the dispatching and assignment of CTA special bus and rail service. Extra service is a critical component of transit operations as it can support special events, building discretionary transit rides, and mitigate service disruptions due to construction projects. Planning and scheduling extra service is time-consuming and will benefit with new software, upgrades to existing systems and integrations. Consulting and planning is needed to provide guidance towards this effort.

Major Tasks (up to 20)

1. Task 1 - Contract proposal, negotiation and acceptance. The consultants and CTA will agree to user requirements including customizations over and above the base application. A schedule of project milestones and vendor onsite visits will be established.
2. Task 2 - Project scope, customizations, vendor programming. User needs, business rules, system integration requirements will be detailed in order to produce a software scope and programmatic elements for the project
3. Task 3 - Software installation and user acceptance testing: Consultants will monitor the installation of the upgraded scheduling software application and verify that the application has all specified deliverables. .
4. Task 4 - Training, parallel testing, final user acceptance: Consultants will support the CTA by facilitating the acceptance of the application and full integration with daily operations, including training.

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Competitive Justification: Please identify the regional focus area associated with this project.

Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

This project closely aligns with the stated principle to "identify methods and technologies to improve operational efficiency of the transit system." Specifically, the project streamlines a largely manual and duplicative process through an upgrade in scheduling software.

Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

CTA's targeted transportation service for special events also helps mitigate congestion by encouraging mode shifts to public transit. Popular events like concerts and sporting events draw thousands of people from the region. Without sufficient public transit service, these events can create additional gridlock and impede mobility. Providing this extra service in an efficient and streamlined manner helps CTA provide the necessary service to reduce congestion while minimizing extra costs.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

Funding of this project will support the goal of investing strategically in transportation technologies. Through improved methods and technology, CTA can modernize an outdated manual process for the scheduling, assignment and dispatch of special services. The efficiencies gained in modernizing this process can increase available operating funds to bus and train service.

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

This project will build upon a project to replace an outdated legacy system for dispatch and payroll system for operations and maintenance, called TOPS. The TOPS project largely focused on regular bus and rail service selected by bus and train operators, but does not encompass the dispatch and pay for special event service. Through efficiencies gained in modernizing this process, CTA can maximize its operating funding to improving bus and rail service.

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

Current and future CTA customers from all over the region will benefit from more efficient bus and rail services for special events. Large sporting events, concerts, and parades/festivals draw spectators from the entire Chicago region. CTA's services are also integrated with other public transit modes including commuter rail system, Metra. CTA's special services help promote the use of public transit to popular recreational events.

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

Chicago Transit Authority (CTA) Operating funds

FY 15 Unified Work Program for Northeastern Illinois

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Products and Completion Schedule		
Product	Product Type	Completion Date
Task 1 - Contract proposal, negotiation and acceptance:	Plan/Program	9/14
Task 2: Project scope, software customizations, and vendor programming.	Plan/Program	3/15
Task 3: Software installation and user acceptance	In-house	5/15
Task 4: Training, parallel testing, and user acceptance.	In-house	6/15

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	0
Consultant Cost	\$320,000
Other Costs	\$0
Total Project Cost	\$320,000
Please specify the purpose of consultant costs and time line for expenditure Consultant time to upgrade software and develop interface between the scheduling and dispatch/payroll systems.	
Please specify the purpose of other costs Licensing fees for upgraded software	

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Metra

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

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

Brief Description: Program Development of capital transit planning and administration.

Major Tasks (up to 20)

1. Provides multi-jurisdictional transit planning.
2. Addresses regional transportation improvement, enhancement, and innovation.
3. Conducts capital investment analysis through use of the regional capital decision optimization tool and other decision-making models
4. Monitors a fiscally constrained TIP.
5. Addresses congestion mitigation.
6. Serves as an outlet for proactive public participation.
7. Assists user departments with capital asset management planning.

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, facilitation of communication and programming data 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 process, development of a TIP, public involvement.

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

No.

Is this project regional in scope? Please explain.

Yes. Metra is the commuter rail transit agency for Northeastern Illinois, and services the six-county MPO region. Program Development provides multi-jurisdictional transit planning, addresses regional transportation improvement, monitors a fiscally constrained TIP, congestion mitigation, and serves as an outlet for proactive public participation.

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

The MPO (CMAP), local/regional transit agencies, regional municipalities, and Metra riders.

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

Undesignated Metra funds.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Capital Program & Budget	Plan/Program	11/14/2014
Public Involvement Briefing Materials	Outside distribution	11/14/2014
Final Capital Program & Budget	Outside distribution	12/12/2014
TIP Submittal	Outside distribution	12/12/2014

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

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Pace

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	Rideshare Services 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

Brief Description: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants.

Major Tasks (up to 20)

1. Fund the Rideshare Coordinator staff position, primarily responsible for customer service, social media content, data reporting, and outreach.
2. Purchase incentives to award participants.
3. Purchase collateral materials such as brochures.
4. Promote program at expos, events, and conferences with employment, transportation, or green themes.
5. Email and social media marketing.
6. Advertising media.

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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?

Ridesharing is recognized as a major component of congestion management and operational planning strategies that increase efficiency of highway and arterial roads, lengthen the life-span of capital infrastructure investments, reduce dependency on oil, promote sustained high occupancy vehicle travel behavior and improve air quality. Ridesharing is a key component of public transportation, which closes existing gaps in service where bus or rail is not accessible.

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 as it promotes the use of new ride-matching software, which is optimized through increased participation. Local Technical Assistance and the Formation of Collaborative Planning Efforts as the database serves as an information sharing platform of origin/destination and time traveled information, and improves mobility/livability of local residents.

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

Yes. On 1/1/2008 Pace launched www.pacerideshare.com with carpool and vanpool matching capabilities. Since then, Pace has continuously marketed this free service to the public to increase the number of participants. In 2013, Pace upgraded the ridematching software, redesigned the website, and implemented a newly themed corresponding marketing campaign that we hope to build on in 2014 and 2015.

Is this project regional in scope? Please explain.

Yes. The program covers all of Cook, Lake, McHenry, Kane, Will, and DuPage Counties and surrounding areas.

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

Motorists in the region will benefit from reduced traffic congestion. Residents will benefit from reduced air pollution. Employers will benefit from increased job accessibility. Participants will benefit from money saved over the cost of driving alone.

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

Pace Suburban Bus

Products and Completion Schedule

Product	Product Type	Completion Date
Promotional Items	Outside distribution	6/30/15
Collateral materials	Outside distribution	6/30/15

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Expense Breakdown	
Staff (including overhead) Cost	\$50,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$25,000
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 Incentives, collateral materials, outreach events, email and social media marketing, advertising/media buys.	

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State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	TIP Development and Monitoring
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$60000
Local Match Amount	\$15000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$\$75000.00

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 2015-2019. 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?</p> <p>Yes, Pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in 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.</p> <p>Modernization of the Public Transit System.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, pace received funding for the TIP in last year's UWP Process.</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes, Pace serves the Northeastern Illinois service area.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Not only Pace customers, but users of all types of transit service through better regional connectivity.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Pace funds.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
Pace TIP element	In-house	On-going
Pace fiscal year 2015-2019 Capital Program	In-house	Dec 2014
Monitor TIP Program/Projects	In-house	On-going

Expense Breakdown	
Staff (including overhead) Cost	\$75000
Total Person Months	12
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$\$75000.00
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

Project Title	Pace/CTA North Shore Transit Service Coordination Plan
Sponsoring Agency	Pace Suburban Bus
FHWA/FTA Amount Requested	\$160000
Local Match Amount	\$40000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200000

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Description and Justification
<p>Brief Description: To review and coordinate Pace and CTA services in the North Shore area, specifically services serving Evanston and Skokie, to reduce duplication of service, optimize routes and schedules, and to ensure efficient allocation of scarce transit resources. The review shall include an evaluation of route statistics and productivity as well as a review of journey to work data for the study area.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Review of existing ridership and schedules for Pace and CTA routes serving Evanston and Skokie area (Pace Routes 208, 210, 213, 215, 250; and CTA Routes 93, 97, 201, 205, and 206.) 2. Review relevant existing transit studies for the study area including but not limited to Pace's 2004 North Shore Initiative, and the Pace/ CTA 2012 Coordination Project. 3. Conduct an origin/destination analysis which specifies where current and potential riders live and work in the study area. 4. Work with Pace, CTA and local stakeholders to identify unmet transportation needs in the study area. 5. Develop service plans for modified services. 6. Develop operating and capital cost estimates. 7. Develop funding and implementation phasing plan.
<p>Competitive Justification: Please identify the regional focus area associated with this project. Modernization of the Public Transit System</p>
<p>Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities. In addition to the modernization of the public transit system, this project will help to improve mobility for seniors, will improve transit's role in economic and community development, as well as potentially reducing the cost of operations in the Evanston area by realizing efficiencies between Pace and CTA services.</p>
<p>Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain. This project will improve Pace and CTA Service coordination throughout the Evanston and Skokie service area. The main goal of this project is to improve mobility, passenger through-put, and regional connectivity in those communities and corridors where it is most needed.</p>
<p>Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement? The project will contribute to the GO TO 2040 goal of pursuing coordinated investments by reducing duplicative transit services in the North Shore area by Pace and CTA.</p>
<p>Is this project a continuation of previous work? If so, please explain. Project is a continuation of Pace's North Shore Initiative (2004) and the Pace CTA Service Coordination Project (2012).</p>
<p>Who will benefit from the interim or final products of this project? Public transit customers and taxpayers through service changes that will increase efficiency and reduce duplicative spending.</p>
<p>What is the source of funds for the local match portion of this project? Pace funds.</p>

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Products and Completion Schedule		
Product	Product Type	Completion Date
Market Analysis/Corrdination with previous work	Outside distribution	9/2014
Origin/Destination Analysis	Outside distribution	11/2014
Outreach	Outside distribution	3/2015
Service Design	Outside distribution	7/2015
Capital Costs	Outside distribution	9/2015
Operating Costs	Outside distribution	11/2015
Implementation Plan	Plan/Program	3/2016

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$200000
Other Costs	\$
Total Project Cost	\$200000
Please specify the purpose of consultant costs and time line for expenditure The purpose is to conduct the study and pull together the components of the study and make recommendations. The Agency does not have the resources to conduct the study in-house. Timeline 12 months.	
Please specify the purpose of other costs	

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State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	Pace ADA Paratransit Customer Satisfaction Survey/Pace Vanpool Customer Satisfaction Survey
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$80,000
Local Match Amount	\$20000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$100000

Description and Justification

Brief Description: Pace is seeking a qualified Contractor to conduct a Customer Satisfaction Index (CSI) Study of Pace’s Vanpool, and ADA Paratransit services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increased.

Major Tasks (up to 20)

1. Review Existing Pace Research and Industry Best Practices and Recommendations;
2. Develop and Validate a ADA Paratransit CSI Tool
3. Develop Sampling and Survey Administration Plans that Include an Evaluation of the Feasibility and Integration of an Online Survey Approach
4. Design, Print, Package, and Ship Survey and Promotional Materials
5. Administer Surveys, Collect Data, and Enter Responses into Secure Data Files
6. Create an Analysis Plan and Analyze Data
7. Generate Reports of Findings and Actionable Recommendations
8. Repeat the same 7 tasks for the Pace Vanpool Service Customers

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Competitive Justification: Please identify the regional focus area associated with this project.

Modernization of the Public Transit System

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

In addition to the modernization of the public transit system, doing a customer satisfaction survey will lead to the improvement of service for riders of the Pace Paratransit system, often seniors or people with disabilities. It will also improve the vanpool program which will reduce emissions and congestion on the region's roadways.

Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

This project will improve mobility for users of the paratransit and the vanpool services. It will provide better service to riders. By increasing efficiency and encouraging more people to use the service, Pace is working toward reducing congestion and reducing emissions throughout the region.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

The project contributes to the expansion, coordination, and modernization of the transit system to improve service for Pace's customers in the vanpool and Paratransit systems.

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

This is a time series based project designed to understand Pace customer experiences so that Pace can better meet customer needs. In 2010 and 2013 Pace conducted ADA Paratransit and Vanpool Customer Satisfaction Survey. The new ADA/Vanpool Customer Satisfaction Survey will provide insights about the trend/change of Pace ADA Paratransit/Vanpool customers' experience with Pace services and identify improvement needs for Pace management.

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

Pace, and other transportation agencies such as RTA, will benefit from the findings about Pace ADA/Vanpool customer experiences from a time series perspective

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

Pace funds

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Products and Completion Schedule		
Product	Product Type	Completion Date
Summary report of key findings from recent Pace customer satisfaction and loyalty research, industry best practices and recommendations for customer satisfaction and loyalty research, and recommended application of best practice models to the Pace ADA Paratransit/Vanpool CSI survey process	In-house	month 1
A recommended Vanpool/ADA Paratransit Customer Satisfaction Survey tool	In-house	month 2
Sampling and survey administration plans for the Vanpool/ADA Paratransit CSI survey tools that integrate options for incorporating an online approach where appropriate	In-house	month 2
Form design proofs and final proofed copies of all Vanpool/ADA Paratransit CSI materials	Outside distribution	month 2
On-board assistance where needed to expedite the survey distribution and data collection process; One fixed-choice data file and one verbatim comments data file for Vanpool/ADA Paratransit CSI survey delivered in Excel or SPSS format (total of 4 files)	In-house	month 3,4
Report of ad hoc preliminary and final survey findings upon request	In-house	month 3,4
Final report of Vanpool/ADA Paratransit survey findings.	In-house	month 5,6

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Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$100000
Other Costs	\$
Total Project Cost	\$100000
Please specify the purpose of consultant costs and time line for expenditure	
To conduct Paratransit and vanpool CSI	
Please specify the purpose of other costs	

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RTA

FY 15 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2014 – June 30, 2015)

Project Title	Community Planning Program Staff Support
Sponsoring Agency	RTA
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

Brief Description: The Community Planning program provides grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. RTA staff performs program and project management activities in support of the program. Currently there are 17 active planning projects with additional projects expected by October 2014.

Major Tasks (up to 20)

1. Local Technical Assistance Program Management
2. Local Technical Assistance Project Management
3. Program Communications/ Outreach

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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 Community Planning program involves local governments and coordinates planning activities with them and advances the coordination of transportation planning with land use and other planning. The Community Planning program fills a gap in local technical assistance support in the region.

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

Local Technical Assistance - a major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

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

Yes, the Community Planning program has been in existence since 1998.

Is this project regional in scope? Please explain.

Yes, the Community Planning program covers the six county RTA region encompassing Cook, DuPage, Will, Kane, Lake, and McHenry counties. A breakdown of past grantees by county is accessible via RTAMS.

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

Community Planning program products benefit local governments, the RTA Service Boards, state and local public officials, 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?

RTA agency funding.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Project Management	Plan/ Program	Ongoing
Ongoing Project Implementation Tracking (on RTAMS)	Outside distribution	Ongoing
Annual Implementation Report	Outside distribution	December
Host 3-4 Roundtables with Developers	Plan/ Program	Ongoing
Selection of new Community Planning projects and grants	Plan/ Program	August
Call for new Community Planning applications	Outside distribution	May
Communications/ Outreach Support	Outside distribution	April
Community Planning Survey Efforts (once plans are completed, grantees are surveyed)	Outside distribution	Ongoing
Zoning Code Ordinances (3 expected to be completed in 2014)	Plan/ Program	Ongoing
Developer Matching with Past Community Planning grantees (8 expected to be completed in 2014)	Plan/ Program	Ongoing

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Expense Breakdown	
Staff (including overhead) Cost	\$200,000
Total Person Months	24
Consultant Cost	\$
Other Costs	\$
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	

Project Title	Stable Funding for Collar Counties Coordinated Paratransit Systems Study
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$104,000
Local Match Amount	\$26,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$130,000

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Description and Justification

Brief Description: The goal of the study is to use a regional focus to identify a consistent and stable funding source for paratransit systems operating in the collar counties.

Existing paratransit systems currently receive operational funding from a variety of sources. These sources include funding from local communities, counties, Pace Suburban Bus, the Federal Job Access/ Reverse Commute (JARC) program and the New Freedom program, as well as from State of Illinois Senior services grants and Medicaid Non-Emergency Medical Transportation (NEMT) reimbursements.

Significant changes occurred to both the Federal JARC and New Freedom programs as a result of MAP-21's enactment in July 2012. These changes impact the availability of operating funding in Northeastern Illinois for existing subrecipients under both JARC and New Freedom programs, but especially for those under the JARC program.

Financial stability is necessary for the region's successful continuance of community paratransit systems. A region wide analysis of opportunities for long range project funding is needed. This need was identified in the 2013 Human Services Transportation Plan (HSTP) update.

The HSTP is the result of a collaborative planning effort that identified and recommended regional and local strategies. These strategies encourage the most effective use of available community transportation services. The HSTP was originally created in 2007 and updated in 2013, after passage of MAP-21. Its Project Advisory Committee (PAC) included staff members from the seven counties in the study area as well as members from advocacy/service organizations representing seniors and individuals with disabilities and the service boards.

The Project team for this proposed study includes volunteer PAC members from: the City of Naperville, DuPage, Kane, Kendall, Lake, McHenry and Will Counties, Pace, and the RTA. The RTA is also providing project management.

Major Tasks (up to 20)

1. Identify available sources and programs (local, state, Federal, philanthropic) for funding county projects.
2. Identify program parameters including rider type (age, disability, veteran, etc.) and fare structure.
3. Analyze and evaluate funding sources vs. programs
4. Present current ridership by location using county project statistics.
5. Project future growth in ridership using baseline demographics and maps created by RTA, from both CMAP and RTA databases (MetroPulse, RTAMS).
6. Analyze what current and prospective rider types and trips would be eligible for each program.
7. Identify realistic strategies to achieve funding stability.
8. Perform cost benefit analysis of strategies.
9. Prepare recommendations and implementation actions that focus on short, mid-term and long range timeframes.
10. Create a final report.

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Competitive Justification: Please identify the regional focus area associated with this project.

Financial Planning/Innovative Financial Strategies

Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

The project will work to improve the transportation system by providing recommendations on stable funding sources for community paratransit services throughout the region. The project brings together, in a collaborative planning effort, representatives from a municipality, the counties, Pace and the RTA to employ a regionally sustainable funding focus.

Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.

1. Human Services

For many individuals county paratransit service is their only link to Human Services including employment, education and training and to the more extensive services provided by Pace and Metra. When these services have sustainable funding the riders can be assured that these connections will be available when needed.

2. Economic development

Regional Economic Development is improved when residents can travel from home to education, training and work. Dependable transportation services are critical for regional residents to reach and use necessary human services.

Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement?

1. Under Efficient Governance recommendation: Number: 7. Reform State and Local Tax Policy and Number 9. Pursue Coordinated Investments.

2. Under Regional Mobility recommendation: Number: 10. Invest Strategically in Transportation and Number 11. Increase Commitment to Public Transit.

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

The project is a next step stemming from the original 2007 Human Services Transportation Plan (HSTP) and continued by the 2013 HSTP Update. Following the adoption of the 2007 HSTP, the region tapped Federal JARC/New Freedom program funding to award 33 projects totaling \$45million (Federal). Additional information on all projects awarded is available at www.rtams.org. Many of these projects include county based paratransit systems that are still operating today. Financial stability of these systems is critical to providing mobility to the region's seniors and individuals with disabilities.

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

1. Citizens and Riders (including seniors and individuals with disabilities)
2. Municipalities
3. Counties
4. Service Boards

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

RTA. Local corporate funds

Products and Completion Schedule

Product	Product Type	Completion Date
Identification of sources, programs and parameters	In-house	Spring 2015
Analysis and evaluation of sources vs. programs.	In-house	Spring 2015
Present current and project future market growth	In-house	Spring 2015
Analysis of rider eligibility by program	In-house	Summer 2015
Identify and Perform Cost benefit analysis of strategies	In-house	Summer 2015
Prepare Recommendations and final report	Outside distribution	Summer 2015

Expense Breakdown

Staff (including overhead) cost	\$30,000
Total Person Months	3
Consultant Cost	\$100,000
Other Costs	\$0
Total Project Cost	\$130,000

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

The consultant will perform the analysis, provide recommendations and prepare the final report concerning funding alternatives. Time line 6 months of consultant work.

Please specify the purpose of other costs

APPENDIX A

SOURCES OF LOCAL MATCH

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

CMAP

Currently, IDOT is providing the funding through state transportation funds.

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

Counties:

The match is provided by corporate 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 2013.

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 Affirmative Action Plan- 2010-2012 was approved by the Chicago Transit Board on October 25, 2010, and submitted to FTA on December 15, 2010.

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 February 2012.

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.

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

The CTA submitted its FY 2009 DBE goal on June 18, 2009. It will be reviewed 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 2013, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

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

CMAAP's Title VI Program is on its web site at <http://www.cmap.illinois.gov/contact-us/title-vi>. The program was adopted by the CMAAP Board and MPO Policy Committee in June, 2011 and subsequently approved by the US DOT. The updated program will be considered by the CMAAP Board and MPO Policy Committee in June, 2014.

The certification review of CMAAP conducted by FHWA and FTA in 2013 found the agency to be in compliance with civil rights requirements.

Chapter III, Section 4: Requirement to Prepare and Submit a Title VI Program

- a. The notice to the public is posted on the CMAAP website at <http://www.cmap.illinois.gov/contact-us/title-vi>. It is also included in Spanish at <http://www.cmap.illinois.gov/contact-us/titulo-vi>.
- b. The web page cited above also contains instructions for filing a Title VI discrimination complaint.
- c. There are no active investigations or complaints naming the recipient that allege discrimination on the basis of race, color, or national origin; none have been submitted since the last submission of the Title VI program in June, 2011.

- d. CMAP's [Public Participation Plan](https://www.cmap.illinois.gov/documents/10180/27099/Public+Participation+Plan+Update+2013.pdf/3c761441-0762-41b4-b1f7-f6fdb589e770) 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 executive director Randy Blankenhorn 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](#), [Pinterest](#), 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.

- e. 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, i.e., special notices, phone calls, etc.

CMAP translated both the 400-page and 100-page versions of the GO TO 2040 plan into Spanish. Other key planning materials are also translated into Spanish as appropriate.

- f. 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: 13 non-minority, 2 minority
 - b. MPO Policy Committee: 19 non-minority, 1 minority
 - c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
 - d. Transportation Committee: 27 non-minority, 1 minority
 - e. CMAQ Project Selection Committee: 7 non-minority
- g. Triennial reviews conducted by FTA in 2010 for the City of Chicago and Metra, 2011 for the RTA, and in 2010 for the CTA and Pace have found these agencies to be in compliance with civil rights laws. Metra’s latest FTA Triennial Review was conducted in January and February 2014. The Title VI/Civil Rights section was closed out prior to the FTA site visit in February, thus Metra was in compliance with the civil rights laws.
- h. The MPO undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and to perform environmental assessments in compliance with FTA requirements. The staff of the MPO may be requested to assist in making these assessments.

Chapter VI, Section 4: Requirement to Prepare and Submit a Title VI Program.

- a. A demographic profile of the region, including identification of minority populations, is contained in the major capital project appendix of the [GO TO 2040 Plan Update](#).
- b. The mobility needs of minority populations were identified and considered in the GO TO 2040 plan, adopted in October 2010, and currently being updated. GO TO 2040 serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional

long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. First, an early step in plan development was the creation of the Regional Vision, which lays out the region's goals for 2040. This document includes vision statements in a number of areas, including equity. The language in the Regional Vision related to equity is as follows:

The region will be strengthened by taking an active approach to equity. The benefits and burdens caused by the region's investments and policies will be fairly distributed to all parts of the region. In addition, these benefits and burdens will be shared between groups of people, regardless of age, gender, income, race, ethnicity, culture, religious beliefs, sexual orientation, or disability status. All residents will have the opportunity to access the region's economic, educational, housing, and other assets. Also, the diversity of the region's many cultures will be celebrated as one of our strengths.

The GO TO 2040 plan also includes an introductory chapter titled "Challenges and Opportunities" which provides a framework for the plan's topical recommendations. This chapter describes the problems created by inequitable access to opportunity, recognizes that the region currently faces significant challenges in this area, and describes how these problems can be addressed by planning for a better balance of jobs and housing and also addressing education, workforce development, and health systems. These solutions are reflected throughout the recommendation chapters that make up the remainder of the plan.

Following the release of GO TO 2040, CMAP's former Human Services working committee was reconstituted as the Human and Community Development committee, which addressed human services issues but also goes beyond this to address health, equity, and similar issues. The committee is currently co-chaired by representatives from the Chicago Department of Public Health and the Chicago Community Trust, and these representatives are active in bringing an equity perspective to CMAP's coordinating committees.

- c. The major capital project appendix of the [GO TO 2040 Plan Update](#) analyzes the overall impact of the region's transportation investments.
- d. No disparate impacts were identified in the GO TO 2040 Plan Update.
- e. CMAP does not provide fixed-route public transportation service, and hence does not perform the service equity analysis required under Section 2 of Chapter IV of the Circular.
- f. The [Unified Work Program](#) web page describes the procedures CMAP uses to program UWP funds. These are updated on an ongoing basis to meet the changing needs of the region and CMAP's partners
- g. As noted in the description of UWP programming procedures, MPO Policy Committee members either submit proposals, or sponsor submissions from other entities. MPO Policy Committee members have extensive experience with the requirements of federal funding processes; if assistance is required, CMAP staff will assist in communicating with the appropriate state and federal partners.
- h. Triennial reviews were conducted by FTA in 2013 for the City of Chicago, CTA, Pace and Metra. The reviews found these agencies to be in compliance with civil rights requirements. The most

recent triennial review for the RTA in 2011 found the RTA to be in compliance with civil rights requirements; the 2014 review of the RTA is currently underway.

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	966	80.5
CDOT	104	8.7
Metra	48	4.0
CTA	44	3.7
Pace	24	2.0
Council of Mayors	192	16.0
RTA	27	2.25
DuPage County	25	2.1

APPENDIX D

COST ALLOCATION PLANS

Council of Mayors

Due to limits on FTA funds, the Council of Mayor's program was given 100% PL funding (\$1,384,270) due to the flexible funding mechanisms of MAP-21, although they are both highway and transit oriented.

CMAP

Due to limits on FTA funds, CMAP projects were given 87% PL funding (\$10,950,892) due to the flexible funding mechanisms of MAP-21, although they are both highway and transit orientated, and were given 13% FTA funding (\$1,712,563). The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project.

Service Boards, City of Chicago, RTA

CTA, Metra, and Pace received FTA funds only (CTA - \$656,000; Metra - \$320,000; Pace - \$360,000; City of Chicago - \$860,000; RTA - \$264,000).

County Project

The DuPage County Transportation Plan was given 100 percent FTA funding (\$250,000) due to the flexible funding mechanisms of MAP-21, although the project is both highway and transit oriented.

APPENDIX E

AUDIT REQUIREMENTS

In response to the requirements of OMB Circular A-133, the participating agencies all have made arrangements for required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

APPENDIX 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
BLRS	Bureau of Local Roads and Streets (Illinois Department of Transportation)
BRC	Belt Railway Company
BRT	Bus Rapid Transit
CAAP	Chicago Central Area Action Plan
CBD	Central Business District
CED	Center for Economic Development
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program in ISTEA, TEA-21, SAFETEA-LU and MAP-21.
CMP	Congestion Management Process
CMS	Congestion Management System
CN	Canadian National Railway
CNT	Center for Neighborhood Technology
COD	Cargo Oriented Development
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail restructuring program.
CREOP	Chicago Rail Economic Opportunities Plan
CRL	Chicago Rail Link
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCD	Department of Community Development
DEIS	Draft Environmental Impact Statement
DHED	Department of Housing and Economic Development
DOT	(United States) Department of Transportation
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
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/DP	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IT	
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
LPA	Locally Preferred Alternative
LTA	Local Technical Assistance program
MAP-21	Moving Ahead for Progress in the 21 st Century – the Federal transportation authorization for FFY 2013-2014
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NICTD	Northwest 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 Oxide
NTD	National Transit Database
OEMC	Office of Emergency Management and Communications
PAC	Public Advisory Committee
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
SAFETEA	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
-LU	
SGR	State of good repair

SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SRT	Strategic Regional Transit (System) - Integrated network of high capacity transit facilities designated in the 2020 RTP.
SSMMA	South Suburban Mayors and Managers Association
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the ISTEA,TEA-21, SAFETEA-LU and MAP-21
TAC	Technical Advisory Committee
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	Traffic Signal Modernization
ULI	Urban Land Institute
UP	Union Pacific
UP-NW	Union Pacific Northwest
UPRR	Union Pacific Railroad
UP-W	Union Pacific West
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compound
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 BNSF Little Village CDOT/CCT BRT System Network Plan Rock Island Trail
CMAQ	Local Technical Assistance (LTA) Program
CTA	North Red and Purple Line Modernization Planning Red Line Extension Planning Western & Ashland Corridor BRT Alternatives Analysis & NEPA Chicago Lakefront Corridor Alternatives Analysis Blue Line Forest Park Branch Feasibility/Vision Study New Starts Alternatives Analysis
IDOT	Training Metropolitan Transportation Support Initiative Regional Green Transit Plan City of Chicago Sustainable Urban Infrastructure Guide SSMMA IL-394/IL-1 Corridor Study MAP-21 Safety & Security Oversight Agency Program Southeast Commuter Rail Mass Transit District SSMMA Southeast Commuter Rail Service Will County Land Use Planning Study Climate Change Adaption Plan ITS Architecture Illinois Freight Planning & Advisory Committee Intermodal and Inland Waterway Port Connectivity Study Sustainability Scorecard Freight Study for South & Central Cook County Human Capital Implementation Plan O'Hare Western Access & Freight Grant Application Assistance Illiana Impact on Local Communities
Pace	Milwaukee and Dempster Arterial Rapid Transit 95 th Street Corridor Study Regional Transit Signal Priority Project Fox Valley Community Transit Planning Program Local Planning Transit Assistance Joliet Express Bus Study
RTA	Community Planning Program RTA Transit Asset Management Pilot Program Regional Customer Satisfaction Survey Chicagoland Visitors Travel Survey

**South Suburban Mayors and
Managers Association**

IL 394 and IL Route 1 Corridor Study
Southeast Commuter Rail Study

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

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 (CMAQ, CTA, Metra, RTA, and DPD) and a Community Advisory Committee.

Time frame for completing the work: Estimated 2nd Quarter 2015

The Cost of the Work: \$2.0 M

Source(s) of funds: CMAQ funds through FTA

Name of Project: BNSF Little Village

Description of Planning Work: Planning study to determine the feasibility of constructing a shared-use trail on former BNSF right-of-way in the Little Village neighborhood. The study will include traffic analysis of 11 street crossings, design options and recommendations for the path and adjacent landscape, environmental assessment of the property, and preliminary cost estimates.

Resulting Product: Report

Performing the work: TBD

Time frame for completing the work: Estimated summer 2015.

The Cost of the Work: \$150,000

Source(s) of funds: TIF(s)

Name of Project: CDOT/CCT BRT System Network Plan

Description of Planning Work: Development of a route-level bus ridership demand model and preparation of a master plan for implementation of the next phases of BRT service in Chicago.

Resulting Product: 10 recommended corridors for potential BRT

Performing the work: Cambridge Systematics

Time frame for completing the work: Late 2014

The Cost of the Work: Unknown – CCT is lead agency

Source(s) of funds: Unknown – CCT is lead agency

Name of Project: Rock Island Trail

Description of Planning Work: A study to determine the physical feasibility of a bike trail along the entire corridor of the Rock Island Railroad within the Chicago city limits.

Resulting Product: Report

Performing the work: Muller & Muller

Time frame for completing the work: June, 2014

The Cost of the Work: \$58,212.91

Source(s) of funds: Transportation, Community and System Preservation (TCSP) funds received from IDOT

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 them most.

The LTA program is a series of individual projects across the region. By the end of FY 14, 70 LTA projects had been completed and adopted, with 50 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/Ita.

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 fourth year; during the first three years, more than 300 applications were received by CMAP, with nearly 150 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.

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: \$4.2 million

Source(s) of funds: Economic Development Administration; Illinois Attorney General, Illinois Department of Transportation, Illinois Department of Natural Resources; philanthropic sources

Agency: Chicago Transit Authority

Name of Project: North Red & Purple Line Modernization Planning

Description of Planning Work: The CTA is proposing to make improvements to the North Red and Purple lines; expanding capacity, speeding service, bringing the existing transit stations, track systems and structures into a state of good repair, and providing access to persons with disabilities from north of Belmont station to the Linden terminal. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line and is identified as a GOTO 2040 fiscally-constrained project. Early planning and visioning were completed in 2010 and environmental scoping meetings were conducted in January 2011. In 2013 RPM became the first Core Capacity Expansion project to enter the Project Development Phase in the FTA’s Fixed Guideway Capital Investment program.

RPM is a massive, multi-stage project scheduled to be completed in phases. The first phase includes two major projects: the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project. CTA and FTA are conducting two Environmental Assessments (EAs), one each for the two projects. Each EA will describe the proposed project, the existing environmental setting, the potential impacts from construction and operation of the project, and proposed mitigation measures to reduce or eliminate potential impacts.

Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to: Land acquisition, displacements and relocations; Cultural and historic resources; Neighborhood compatibility and environmental justice; Land use; Parklands/recreational facilities; Visual and aesthetic impacts; Noise and vibration; Zoning and economic development and secondary development; Transportation; Safety and security; Energy use; Wildlife and ecosystems; Natural resources, including air quality and water resources. The evaluation may reveal that the proposed project will not affect or affect substantially many of these areas. Measures to avoid, minimize and mitigate potential impacts will be identified and evaluated.

Resulting Product: Continued development of all project development phase requirements, including EAs.

CTA Strategic Planning will be advising a consultant team and performing the work.

Time frames for completing the work:

Early Planning completed July 2010.

Environmental Analysis and Phase One EAs to be completed 2015.

Budget and Sources of Funds:

Early Planning for Major Capital Project			
Federal		Local/State	Total
5307/TDC	\$600,000	\$0	\$600,000
EIS			
Federal		Local/State	Total
5309/BLB	\$3,750,000	\$930,750	\$4,687,500

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 has 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 2011.

The EIS will include an evaluation of a No Build Alternative, a Transportation System Management Alternative, the Locally Preferred Union Pacific Railroad Heavy Rail Transit (HRT) Alternative that has three options, and the Halsted Street HRT Alternative. The EIS will describe 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.

Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to transportation, land use, development potential, land acquisition and displacements, neighborhood compatibility and environmental justice, historic resources, visual and aesthetic qualities, parklands and recreational facilities, air quality, noise and vibration, energy use, safety and security, natural resources including water resources, geology/soils, and hazardous materials, and ecosystems, including threatened and endangered species. The evaluation may reveal that the proposed project will not affect or affect substantially many of these areas. Measures to avoid, minimize and mitigate potential adverse impacts will be identified and evaluated.

Resulting Product: The resulting product will be significant progress towards a Draft Environmental Impact Statement.

CTA Strategic Planning will be advising a consultant team and performing the work.

Time frames for completing the work:
 Alternatives Analysis Completed in 2009
 DEIS to be completed 04/1/2015

Budget and Sources of Funds:

Alternatives Analysis [Completed, 2009]			
Federal		Local/State	Total
5307/TDC	\$2,345,034	\$0	\$2,345,034
5339 Alternatives Analysis/TRC	\$588,000	\$0	\$588,000
Total	\$2,933,034	\$0	\$2,933,034
EIS			
Federal		Local/State	Total
5339 Alternatives Analysis/TRC	\$521,597	\$0	\$521,597
5309/BLB	\$3,750,000	\$937,500	\$4,687,500
Total	\$4,271,597	\$937,500	\$5,208,097

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 Western 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). AA study identified and studied various technology and corridor alternatives in the study area.

The process has concluded with the vision of both streets, Ashland and Western being appropriate corridors for BRT, however Ashland was chosen as the most appropriate first step to proceed into Project Development for potentially Small Starts funding.

In 2013 and into 2014 CTA, with guidance from the Chicago Department of Transportation, have begun the NEPA and concept engineering process on Ashland Avenue.

Resulting Product: The resulting product will be the final screening and advance a single proposal with sufficient detail to define the Locally Preferred Alternative. The single proposal will contain detailed costs of construction, operations and maintenance, and expected transportation and community benefits.

CTA Strategic Planning will be advising a consultant team and performing the work.

Time frames for completing the work: The project will be completed by 4/30/14.

Budget and Source of Funds:

Alternatives Analysis			
Federal		Local/State	Total
5339 Alternatives Analysis/TDC	\$1,600,000	\$0	\$1,600,000

Name of Project: Chicago Lakefront Corridor BRT Alternatives Analysis

Description of Planning Work: The Chicago Lakefront Corridor Alternatives Analysis (AA) The goal of the 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 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. CTA Strategic Planning will be advising a consultant team and performing the work.

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

Budget and Source of Funds:

Alternatives Analysis			
Federal		Local/State	Total
5339 Alternatives Analysis/TDC	\$2,000,000	\$0	\$2,000,000

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

Description of Planning Work: The CTA is initiating this study to plan for 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 Environmental Impact Statement (EIS) and the Circle Interchange Rehabilitation Project.

The concepts for Blue Line Forest Park branch at all stations from Clinton station on the east to Forest Park station on the west, as well as potential expansion opportunities to Mannheim Road, will include, but not be limited to, station access, station redesign opportunities (integrated with local land use plans prepared by adjacent municipalities or entities such as Oak Park, University of Illinois at Chicago (UIC), Illinois Medical District (IMD), Village of Maywood, etc), and right-of-way (ROW) needs at specific stations along the corridor. Proposed funding solutions and the evaluation of transit modernization alternatives will be documented.

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

CTA Strategic Planning will be advising a consultant team and performing the work.

Time frames for completing the work: Study to be completed in Spring 2014; however, project outreach will be coordinated with IDOT I-290 EIS Study, with projected completion in Spring 2015.

Budget and Sources of Funds: Primarily UWP and HSTP funds, detailed in table below.

Early Planning for Major Capital Project			
Federal		Local/State	Total
HSTP funds	\$500,000	\$125,000	\$625,000
Total	\$1,226,000	\$125,000	\$1,351,000

Name of Project: New Starts Alternatives Analysis

These studies perform necessary planning activities leading to locally preferred alternative New Starts project in each particular corridor.

Circle Line Alternatives Analysis

Orange Line Extension Alternatives Analysis

Yellow Line Extension Alternatives Analysis

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:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Regional Green Transit Plan [PLAN]

Description of Planning Work: An agreement was signed with the RTA on 7/16/09 and has been extended to 6/30/15 to complete this study. The RTA will complete a regional inventory of greenhouse gas emissions (GHG) from public transit operations.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

Name of Project: City of Chicago Sustainable Urban Infrastructure Guidelines

Description of Planning Work: The agreement with the City of Chicago to implement place making guidelines for Chicago city streets was executed on 4/26/13 and is effective until 6/30/16. During the past fiscal year, no invoices have been received.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

Name of Project: South Suburban Mayors & Managers Assoc. 11-394/IL-1 Corridor Study

Description of Planning Work: The agreement with the South Suburban Mayors and Managers Association (SSMMA) was executed on 10/4/13 and is effective until 6/30/17 to conduct the land use economic development Study along IL Route 394.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

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 6/30/14 and an extension has not been requested at this time...

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

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:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

Name of Project: Will County Land Use Planning Study

Description of Planning Work: An agreement with Will County has not been drafted in FY 14. The department and Will County are in conversations regarding the scope of services.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Climate Change Adaption Plan

Description of Planning Work: The consultant has been selected and an agreement will be executed during late FY 14 or early FY 15.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: ITS Architecture

Description of Planning Work: An agreement should be signed by the 1st quarter of FY 2015. Currently; IOOT is negotiating scope and budget with the selected consultant.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Illinois Freight Planning and Advisory Committee

Description of Planning Work: A start-up 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. 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:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Intermodal and Inland Waterway Port Connectivity Study

Description of Planning Work: An agreement has not been executed during FY 14.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

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: O'Hare Western Access and Freight Study

Description of Planning Work: The Department has a project underway to provide western access to O'Hare International Airport. O'Hare is a major hub for freight movement both nationally and internationally. This project will analyze the potential impact on freight movement created by this new

western access and will provide recommendations regarding strategies and projects to encourage expanded and efficient freight movement in this area in Cook and surrounding counties.

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:

Name of Project: Illiana Impact on Local Communities

Description of Planning Work: With the construction of the Illiana Expressway, the transportation system in Will County is impacted on the community level The community's will study the impact on their community's transportation systems and how it relates to the overall impact to Will County.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Agency: Pace

Name of Project: Milwaukee and Dempster Arterial Rapid Transit

Description of Planning Work:

Pace's ART Network would serve as the high-quality, mixed traffic, trunk-route frame for Pace's services. The goals of the ART Network are to connect the region's suburban centers, provide a catalyst for land reuse and redevelopment along the corridors, and to provide premium quality transit service.

The development of the ART network will begin on Milwaukee Avenue and Dempster Street. The Milwaukee and Dempster Arterial Rapid Transit project will accomplish the design and construction of the ART system on these two corridors. The first phase of this project is the Preliminary Engineering and Project Support Services (such as project management and oversight), followed by a second phase, a turnkey that will accomplish the Final Design and Construction.

Resulting Products:

ART operating on Milwaukee Avenue between Jefferson Park Blue Line CTA Station and Golf Road, and on Dempster Street between Davis Street CTA and Metra stations in the city of Evanston and O'Hare International Airport.

Performing the work:

Pace Suburban Bus

Time frame for completing the work:

It is estimated that ART operation on Milwaukee Avenue may start in the 3rd Q 2016

It is estimated that ART operation on Dempster Street may start in the 3rd Q of 2018

The Cost of the Work:

The cost of the Preliminary engineering and project support services has been estimated at between \$2 and \$3.3 million.

The Capital Cost of the Milwaukee Avenue ART has been estimated between \$15 and \$20 million.

The Capital Cost of the Dempster Street ART has been estimated between \$25 and \$40 million.

Source(s) of funds:

Preliminary Engineering will be funded from Pace's general funds and well as various grants. CMAQ funds have been identified for the Milwaukee Avenue Corridor.

Name of Project: 95th Street Corridor Study

Description of Planning Work: Pace in cooperation with the Southwest Conference of Mayors will be conducting the study. The main goal is to develop an economic and transportation plan for the 95th street corridor. This will entail the implementation of a public involvement plan to solicit public comments from the corridors residents, business owners, and transit users. The final objective would be to improve public transit efficiency and connectivity throughout the corridor. The study boundaries are Western Avenue on the east, LaGrange Road on the west and one-half mile north and south of 95th Street.

Resulting Product: Economic and transportation plan for the 95th street corridor.

Performing the work: Pace Long Range Planning is advising a consultant team performing the work.

Time frame for completing the work: June 2015

The Cost of the Work: \$246,000

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

Name of Project: Regional Transit Signal Priority Project

Description of Planning Work: The Transit Signal Priority (TSP) Program is geared toward providing a more reliable regional transit system with improved bus travel times, schedule adherence and customer satisfaction. A regional five year Transit Signal Priority Program began in 2012 to design and implement TSP on designated Pace and CTA corridors. RTA is Program Manager.

Resulting Products: Deployment of TSP System capable of improving schedule adherence, reliability, reducing bus travel time and operating costs.

Performing the work: Pace's Long Range Planning Department implemented the project with the help of design and engineering consultants and deployment electrical contractors.

Time frame for completing the work: 5 Year 2013-2018

The Cost of the Work: \$40 million

Source(s) of funds: Multiple sources.

Name of Project: Fox Valley Community Transit Planning Program

Description of Planning Work: This technical assistance program will fund a segment of the Fox Valley Restructuring Plan. It will allow Pace to engage in market analysis studies, various market surveys, service planning, service design, origin/ destination studies, outreach, and implementation.

Resulting Products: Market analysis and service planning for the Fox Valley/SW DuPage service area.

Performing the work: Pace service planning with consultant help.

Timeframe for completing the work: April, 2015

The cost of the work: \$100,000

Source(s) of funds: IDOT Technical Service Grant.

Name of Project: Local Planning Transit Assistance

Description of Planning Work: This Grant will allow Pace to do market analysis and service planning for three study areas including: Route 573 Green Bay Road, Barrington Road and Woodridge Park-n-ride.

Resulting Products: Market analysis and service planning for the various locations in the Pace service area.

Performing the work: Pace service planning with consultant help.

Timeframe for completing the work: 10-12 months

The cost of the work: \$150,000

Source(s) of funds: RTA funds.

Name of Project: Joliet Express Bus Study

Description of Planning Work: The Joliet Express Bus Study will study the feasibility of regional express bus services that would take riders from Naperville, Schaumburg, Homewood, and Rosemont (O'Hare Airport) to the new Joliet Multimodal station. These services will likely create a larger market for the new 110 mph high speed rail service and create potential new transit markets. This study will examine potential demand for this service and determine whether this service is operationally and financially feasible. Pace's examination will include the following corridors: (1) Joliet to the Homewood Amtrak/Metra Station, (2) Joliet to Rosemont (O'Hare Airport), (3) Joliet to Schaumburg, and (4) Joliet to Naperville.

Resulting Products: Feasibility report of regional express bus service in the Joliet area.

Performing the work: Pace service planning with consultant help.

Timeframe for completing the work: 12-18 months

The cost of the work: \$450,000

Source(s) of funds: IDOT Technical Service Grant

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 municipalities 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 total of seven (10) Community Planning projects were approved by the RTA Board in December 2013 for inclusion in the 2014 program, six (6) of which are not utilizing UWP planning funding:

1. Bellwood Developer Discussion Panel
2. Forest Park Developer Discussion Panel
3. Fox Lake Developer Discussion Panel
4. Lemont Developer Discussion Panel
5. Park Forest Metra Electric District 211th Street Station Pedestrian Access Plan
6. Tinley Park Developer Discussion Panel

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 adopted by the governing body of the grantees. Upon completion and adoption of the plans, the RTA, in concert with the Service Boards, will proactively work with the grantees to ensure implementation of the recommendations.

Performing the work: Consulting teams, under project management with the RTA/grantees, are responsible for completing the work.

Time frame for completing the work: The six projects listed above are expected to be completed by no later than June 30, 2015.

The Cost of the Work: \$15,000.

Source(s) of funds: RTA \$15,000 (100%)

Name of Project: RTA Transit Asset Management Pilot Program

Description of Planning Work:

In 2010 the RTA and CH2M Hill partnered in applying for a FY 2011 FTA Public Transportation Research grant to develop the RTA Transit Asset Management Pilot Program (the TAM project) for the northeastern Illinois region. The application proved to the FTA that RTA's current Asset Condition Assessment and Capital Optimization Support Tool (COST) projects are well advanced and closely aligned with what FTA is seeking for other transit agencies across the country to follow. The primary intended outcome of all TAM components is to better allocate limited capital resources for the achievement of a State of Good Repair (SGR). This grant has provided funding for enhancements to RTA asset management programs including a significant asset sampling effort and inclusion of a numbering convention and process to better connect the

RTA's asset based long-term needs analysis with short-to medium-term capital improvement programs and capital budget development. The project documented RTA's existing policies, goals and objectives, performance targets and evaluation processes and inventory/condition data collection, management and reporting processes such that other local and regional operators can benefit from our experience. The RTA has developed "how to" documentation that has been shared with the FTA and the national transit industry.

Resulting Product:

The TAM project provides the Service Boards, FTA and the public transportation industry with improved asset management methods and advanced prioritization criteria practices. The TAM improvements build off existing RTA TAM systems (the Capital Asset Condition Assessment and COST) and management approaches already in use. The project: (1) provided resources to conduct valuable on site sampling condition assessments, working with the Service Boards, (2) documented RTA's existing policies, goals and objectives, performance targets and evaluation processes and inventory/condition data collection, management and reporting processes such that other local and regional operators can benefit from our experience, and (3) advanced the TAM capabilities in the areas of estimated capital investment needs, investment prioritization and asset-to-project.

Performing the work: A regional working group consisting of the RTA, CTA, Metra, and Pace are contributing to the product while the consultant team of CH2M Hill, URS, Kristine Fallon and Associates and Raul Bravo and Associates are advising and providing technical assistance.

Time frame for completing the work: The project will be completed by 5/31/2014.

The Cost of the Work: \$797,000.

Source(s) of funds: FTA (100%)

Name of Project: Regional Customer Satisfaction Survey

Description of Planning Work: The RTA has undertaken a project to coordinate the collection and reporting of customer satisfaction survey data. This work is being undertaken as part of the RTA's role in developing a regional performance measurement program. The first step in the process was to develop a common methodology among the three Service Boards for surveying customers. This step was undertaken in 2010 with a study called Holistic Regional Customer Satisfaction, which produced a set of common questions in key attribute areas, a single scale for recording customer responses, consistent sampling plans, and a common frequency of implementation. This methodological approach was then implemented in 2011 at each of the Service Boards and results were aggregated to provide regional scores.

The RTA is in the process of conducting a second round of surveying. Pace Suburban Bus Services were surveyed in the late fall of 2013 with field work completed in early 2014. CTA and Metra passengers will be surveyed April through June of 2014. The study is being funded by the RTA. This survey will be similar to the first one and will allow for trend comparison as well as current year results. Questions on the survey address the following key attribute areas:

- Travel Time and Reliability
- Safety and Security
- Information
- Communications
- Cleanliness

- Employees' Performance
- Comfort
- Overall Service
- Regional Satisfaction

Questions are also asked about customer riding behavior (frequency, time of travel, trip purpose, fare type) as well as demographic information.

Resulting Product: The products from the Customer Satisfaction study will be a database with survey results able to be accessed by train line and bus route group as well as other market segments such as fare ticket type, frequency of travel, time of travel etc. In addition, reports analyzing the key findings from the study will be prepared. The reports will identify the key drivers of customer satisfaction for each Service Board and identify areas that customers value highly that need improvement. The survey therefore leads to management decision-making guided by customer preferences. The results of the Customer satisfaction studies will also be reported in the RTA regional performance measurement reports.

Performing the work: Two consultant contracts were issued to perform this work, managed by a customer satisfaction task force consisting of representatives from the Service Boards and the RTA.

Time frame for completing the work: Fall 2014.

The Cost of the Work: \$516,000

Source(s) of funds: RTA

Name of Project: Chicagoland Visitors Travel Survey

Description of Planning Work: The Chicagoland Visitors Travel Survey is designed to provide the RTA with information on the travel behaviors of visitors during their stays in the region. This information will be used to identify marketing, fare, and service strategies for better serving this market with transit.

The RTA service area is a popular tourist destination. There are more than 288,000 daily visitors to the city of Chicago alone, according to the Chicago Convention and Tourism Bureau (*ChooseChicago*). Little is known about the travel behaviors of these visitors, so it has been difficult to effectively plan for their unique needs. The Chicagoland Visitors Travel Survey will provide this missing information to enable the RTA and the service boards to tailor strategies to this population.

The survey will intercept visitors at transit-accessible locations throughout the region to collect detailed information on their trip to the region, their travel within the region, and their attitudes / preferences towards using transit while in Chicago. The survey data will be analyzed to understand specific travel market segments and identify strategies to capture more visitors on transit. The information collected will also be of use to our partner agencies, such as the Chicago Metropolitan Agency for Planning (CMAP), which has limited information on this important travel market.

Resulting Products: The resulting product will be a survey instrument, a surveying plan, the survey responses, a report analyzing those responses, and recommendations for acting on those findings.

Performing the work: The RTA and its consultants will be responsible for completing the work.

Time frame for completing the work: The survey and its associated products will be completed by spring of 2015.

The Cost of the Work: \$250,000.

Source(s) of funds: RTA \$50,000 (20%) / IDOT \$200,000 (80%)

Agency: South Suburban Mayors and Managers Association

Name of Project: IL 394 and IL Route 1 Corridor Study

Description of Planning Work: The IL 394 and Route 1 Corridor Study will anticipate future transportation, land use and economic development patterns and develop a cohesive vision for the corridor as an attractive, functional asset of the South Suburbs. The study should provide both specific design recommendations for a proposed multi-modal corridor and design guidelines for the form and function of the preservation and development of the land within the corridor area. It will also define the development standards that municipalities could apply to potential proposals. The report will include metrics to evaluate development options in the future. These could include indicators or calculators to measure future development proposals for their impact on achieving the objectives for the corridor.

Resulting Product: A written report with specific recommendations for the following:

- Transportation improvements and concepts for the improvement of IL 1, IL 394 and intersecting roads including intersection locations and designs
- Land use strategies such as zoning, land conservation, or access management
- Landscaping and signage
- Preservation of right-of-way
- Management tools and processes such as development guidelines, design guidelines, and plan oversight and monitoring
- Mechanisms for intergovernmental cooperation
- Revisions to municipal codes and ordinances
- A strategy to enhance existing development along the corridor and accommodate new development

Performing the work: SSMMA, a local steering committee and a consultant.

Time frame for completing the work: Work will begin in late calendar year 2013 and a final report will be completed in late calendar year 2014.

The Cost of the Work: \$312,500

Source(s) of funds: Federal SPR, IDOT State funds, local funding

Agency: South Suburban Mayors and Managers Association / Southeast Commuter Rail Transit District

Name of Project: Southeast Commuter Rail Study

Description of Planning Work: Commuter rail is the Locally Preferred Alternative for transit in the Southeast Corridor, which extends from Eastern Will County to LaSalle Street in Chicago along a UP/CSX corridor and through densely populated, underserved communities in Will and South Cook counties. This project will assess the feasibility of implementing passenger service in the corridor while maintaining existing freight operations, according to the principles of UP/CSX joint operations corridors. The primary product is a joint freight/transit simulation model for the region.

Resulting Product: Digital Mapping of build alternative alignment, stations and support facilities integrated into the South Suburban GIS Atlas and a capacity plan document to serve as the basis for South East Service (SES) preliminary engineering.

Performing the work: SSMMA, SCRTD, a local steering committee and a consultant.

Time frame for completing the work: Work will begin in late calendar year 2013 and a final report will be completed by late calendar year 2015.

The Cost of the Work: \$425,000

Source(s) of funds: Federal SPR, IDOT State funds, local funding

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 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, typically in late February. A second tier of projects focusing on select emphasis areas are reviewed and selection taking place in March. 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 FY15 UWP awarded close to \$17 million in federal funding, along with the required 20 percent of local matching funds, resulting in over \$21 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$15,357,725 in federal funding under the FY 15 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, RTA, and DuPage County.

Section 2: Competitive

With \$15,357,725 approved in the Core, \$1,400,000 in federal funding remained in the competitive round. The participating agencies (CMAP, CTA, RTA, the City of Chicago, Pace and Metra) submitted 13 projects totaling \$3,544,000. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 13 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 8.2 to 20. All projects ranked with a score of 14 and above were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY15 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY15 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2015 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 the results of now over \$16 million annual in federal metropolitan planning funds in 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 new 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, and will continue through FY 2015 and beyond. 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 the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to 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.

FY15-0003