



UWP for Transportation

Unified Work Program

Northeastern Illinois, Fiscal Year 2016



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.

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

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Section I: Executive Summary

Unified Work Program Executive Summary

The Fiscal Year 2016 (FY 2016) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,155,358 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 2016 UWP programs \$16,757,725 in FHWA/FTA funds and \$4,397,633 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.

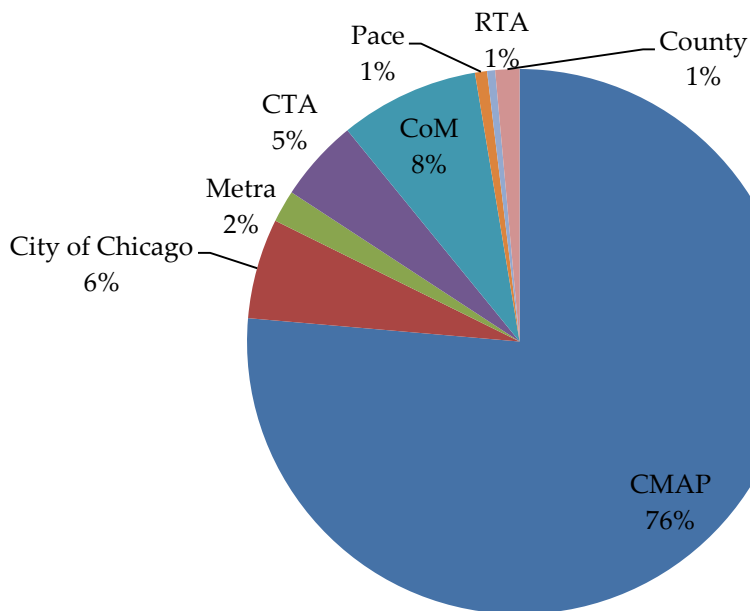
The FY 2016 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2015 through June 30, 2016. The UWP Committee developed the FY 2016 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial 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 2016 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 2016 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA and Kane 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 2016 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2016 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 \$480,000 in federal funds, and will allocate part of the funds to RTA depending on the project purpose.

The CTA, Metra, and Pace are receiving 5%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for a study to Expand Brown Line Core Capacity.

The City of Chicago is receiving 6% of the funds for transportation planning and programming and assessing the south Lakefront and Museum Campus Access Alternatives and Feasibility.

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. Kane County is funded for their County Long Range Transportation Planning program.

The Regional Transit Authority (RTA) is receiving 1% of the funds for the community planning program staff.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,366,563	10,950,892	3,079,364	15,396,819
CMAP	Community Planning Program	480,000		120,000	600,000
CMAP Total		1,846,563	10,950,892	3,199,364	15,996,819
CTA	Program Development	400,000		100,000	500,000
CTA	Expand Brown Line Core Capacity	420,000		105,000	525,000
CTA Total		820,000		205,000	1,025,000
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	South Lakefront and Museum Campus Access Alternatives and Feasibility Assessment	336,000		84,000	420,000
City of Chicago Total		996,000		249,000	1,245,000
Council of Mayors	Sub regional 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
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 Total		120,000		30,000	150,000
RTA	Regional Transit Planning Staff	80,000		20,000	100,000
RTA Total		80,000		20,000	100,000
County of Kane	Long Range Transportation Planning	240,000		60,000	300,000
County Total		240,000		60,000	300,000
FY 2016 UWP Total		4,422,563	12,335,162	4,397,633	21,155,358

Funding by Program Category

The FY 2016 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 FY 2016 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 \$2,821,397, 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 \$3,723,112, 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 \$4,965,259 or 23% 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 \$3,756,435 or 18% of the total UWP.

5. Special Studies

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

region's air quality, providing for regional participation and contribution to statewide air quality planning activities, and to see that environmental and other issues are properly addressed in the region's transportation plan. The budget for this category totals \$2,973,903 or 14% of the total UWP.

6. Sub regional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$2,915,235, or 14% of the total UWP.

FIGURE 2: Share of FY 2016 Funds by Category

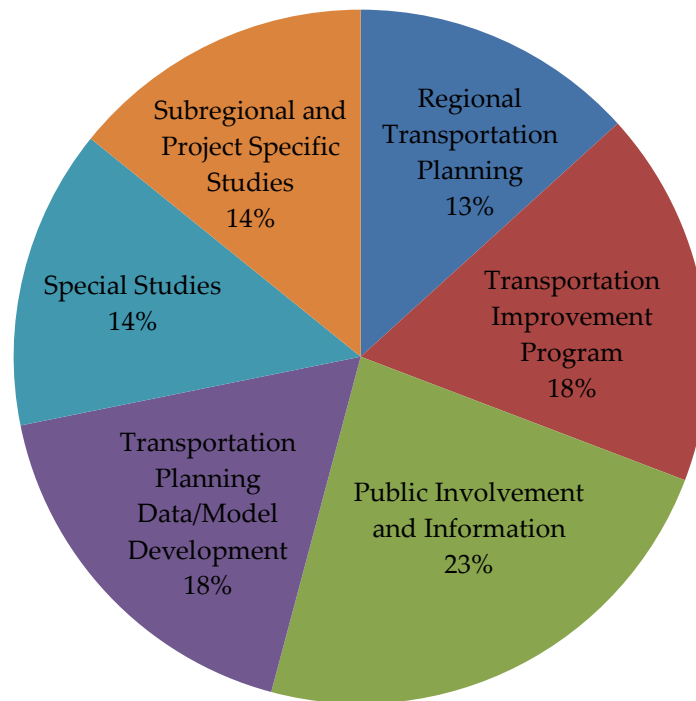


TABLE 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Sub regional and Project Specific Studies
CMAP	MPO Activities	15,396,819	2,311,189	1,686,343	3,511,197	3,021,435	2,898,903	1,967,753
CMAP	Community Planning Program	600,000			150,000			450,000
CTA	Program Development	500,000		300,000	200,000			
CTA	Expand Brown Line Core Capacity	525,000				525,000		
City of Chicago	Transportation and Programming	825,000	82,500	412,500	82,500			247,500
City of Chicago	South Lakefront and Museum Campus Access Alternatives and Feasibility Assessment	420,000			210,000	210,000		
Council of Mayors	Sub regional Transportation Planning, Programming and Management	1,938,539	387,708	969,270	581,562			
METRA	Program Development	400,000	40,000	280,000	80,000			
PACE	Rideshare Services Program	75,000					75,000	
PACE	TIP Development and Modeling	75,000		75,000				
RTA	Regional Transit Planning Staff	100,000						100,000
County of Kane	Long Range Transportation Planning	300,000			150,000			150,000
Total		21,155,358	2,821,397	3,723,112	4,965,259	3,756,435	2,973,903	2,915,253
Percentage of Total			13%	18%	23%	18%	14%	14%

Brief Synopses of FY 2016 Recommended UWP Projects

MPO Activities

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.

\$15,396,819

Community Planning Program

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 sub allocate to RTA for projects with a heavy transit focus.

\$600,000

Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:
\$15,996,819**

Program Development

\$500,000

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.

Expand Brown Line Core Capacity

Purpose: The purpose of this project is to provide support for conceptual planning for a Brown Line Core Capacity project, including expansion of Kimball Yard, signal upgrades, and infrastructure realignments to improve travel time.

\$525,000

Chicago Transit Authority (CTA)

**Agency Total:
\$1,025,000**

Transportation and Programming

\$825,000

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.

South Lakefront and Museum Campus Access Alternatives and Feasibility

Assessment: City of Chicago will assess alternatives and feasibility for adding new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway. **\$420,000**

City of Chicago

Agency Total:
\$1,245,000

Sub regional Transportation Planning, Programming and Management

\$1,938,539

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.

Council of Mayors

Agency Total:
\$1,938,539

Program Development

\$400,000

Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.

Metra

Agency Total:
\$400,000

Rideshare Services Program

\$75,000

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.

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	Agency Total: \$150,000
Regional Transit Planning Staff Support	\$100,000
Purpose: This project includes staff time for regional transit planning and programming efforts conducted by RTA staff.	
RTA	Agency Total: \$100,000
County of Kane, Long Range Transportation Plan	\$300,000
Purpose: The purpose is to update the socio-economic projections and modeling efforts for the Kane County's long range comprehensive planning efforts. The project will also include an extensive outreach effort.	
County Projects (Kane)	Agency Total: \$300,000

Section II: 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 FY 2016. 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 2016. 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 (CMAP)			
Core MPO Activities			
Local Planning Support			
	Selection of new LTA projects	Plan/Program	October
	Call for new LTA applications	Outside distribution	May
	Other regional technical assistance activities (online case study library, Planning Commissioner trainings, and model toolkits and ordinances)	Outside distribution	Ongoing
	Initiation and completion of LTA projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
Policy Development and Analysis			
	Federal and State Legislative Agenda	Outside distribution	January 2016
	Staffing of CMAP Committee Structure	In-House	Ongoing
	Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
	Continued planning for 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

Work Element/Project	Product	Product Type	Completion Date
	Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
	Industry Cluster Drill Downs-freight and manufacturing supply chain analysis (metals industries focus)	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
Comprehensive Regional Plan Process			
	Continued scope and process development	In-House	Ongoing
	Strategy and policy work on transportation investments and criteria	In-House	Ongoing
	Outreach to local officials and transportation implementers about investment priorities	Outside distribution	Ongoing
	Policy research on issues of equity and environmental justice	Outside distribution	Ongoing
	Policy research on housing, land use, economic development, transportation, environment, and human community development areas identified for the next comprehensive regional plan.	In-House	Ongoing
Communications and Outreach			
	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

Work Element/Project	Product	Product Type	Completion Date
	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
Regional Information and Data Development			
	Data-Sharing Hub	Outside distribution	Ongoing
	External Data Requests	Outside distribution	Ongoing
	2013 Land Use Inventory	In-house + outside distribution	December 2016
	Digital Aerial Image Archive: 1980	Outside distribution	December 2015
	Bikeways Inventory (BIS) Enhancements	In-house + outside distribution	June 2016
	Development Database (NDD) Enhancements	In-house	June 2016
	Socio-Economic Forecast Work Plan	In-house	September 2016
	Long-Range Plan Tool/Data Development: Report for Internal Distribution	In-house	June 2016
	Conformity Analysis	Plan/Program	Biannually
	Regional Travel Demand Model Validation Report	Outside distribution	June 2016
	Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Advanced Urban Model Data Maintenance Plan	In-House	June 2016
	GO TO 2040 Indicator Tracking	Plan/Program	Ongoing
Transportation Improvement Program			
	TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation Report	Outside distribution	December 2015
	TIP Map	Outside distribution	Ongoing
	TIP Training	Outside distribution	Ongoing
	Conformity Analysis and Documentation	Outside distribution	Biannually
	Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
	Analysis of regulatory changes	In-House	Ongoing
	TIP Programmer Updates	Outside distribution	Ongoing
	TIP Brochures	Outside distribution	Ongoing
	Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
	Integrated database design documents	In-House	January 2016
Performance Based Programming			
	Regional Transportation Performance Measure Update	In-House	Ongoing
	Regional Expressway Atlas	Outside distribution	Ongoing
	Summer Data Collection Program	In-House	Ongoing
	FY 2016 – 2020 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

Work Element/Project	Product	Product Type	Completion Date
	Update to Regional Greenways and Trails Plan	Outside distribution	June 2016
	RTOC support	In-House	Ongoing
	Provide data support for freight planning	In-House	Ongoing
	Regional ITS Plan and Architecture	In-House	Ongoing
Information Technology Management			
	Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-House	Ongoing
	Office technology systems	In-House	Ongoing
	Wiki/CMS Intranet for internal network	In-House	Ongoing
	Support of Web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
	Support and Development of GIS applications and databases	Plan/Program	Ongoing
	Business continuity planning	In-House	Ongoing
	Support of Web-based Regional Data Archive	Outside distribution	Ongoing
	Internal Systems Audit	In-House	Ongoing
Local Technical Assistance and Community Planning Programs			
	Selection of approximately 8-10 new projects to receive grant funding	Outside distribution	October (CMAP) and December (RTA)
	Initiation of local projects	Plan / program	Ongoing
	Completion of local projects	Plan / program	FY 2017
	Process evaluation and preparation for FY 2016 applications	In-house	March 2016
Chicago Transit Authority (CTA)			
Program Development			
	Annual Report	In-house	June 2015
	TIP Update	In-house	07/17/15
	TIP Update	In-house	09/18/15
	TIP Update	In-house	11/20/15

Work Element/Project	Product	Product Type	Completion Date
	Capital Amendments CTA/RTA Boards	In-house	2015/2016
	FY 2016 - 2020 CIP -CTA Board	In-house	11/18/15
	FY 2016 - 2020 CIP -RTA Board	In-house	12/17/15
	TIP Update	In-house	01/15/16
	TIP Update	In-house	03/15/16
	TIP Update	In-house	05/15/16
	CMAQ Annual Report	In-house	June 2016
Expand Brown Line Core Capacity			
	Contract proposal, negotiation and acceptance	Plan/Program	Oct-Dec 2015
	Project management	In-House	Dec 2015 – Dec 2016
	Planning for improvements to Kimball Yard	Outside Distribution	Jul-Sept 2016
	Planning for travel speed improvements through realignment	Outside Distribution	Apr-Jun 2016
	Planning for signal improvements	Outside Distribution	Jan-Mar 2016
	Summary of capacity gains and other agency benefits	Outside Distribution	Oct-Dec 2016
	Financial planning of proposed project elements	Outside Distribution	Oct-Dec 2016
	Stakeholder/public outreach	Outside Distribution	Apr-Dec 2016
City of Chicago			
Transportation Planning and Programming			
	Interaction with elected officials	Outside distribution	6/30/2016
	Interaction with the public	Outside distribution	6/30/2016
	Interaction with other agencies including CMAP	Outside distribution	6/30/2016
	Capital Improvement Program	Plan/Program	6/30/2016
	Fiscally constrained TIP (CDOT portion)	Plan/Program	6/30/2016
	Data collection/database development	In-house	6/30/2016
	Participation in the regional planning process	Plan/Program	6/30/2016

Work Element/Project	Product	Product Type	Completion Date
South Lakefront and Museum Campus Access Alternatives and Feasibility Assessment			
	Technical Paper – South lakefront bus performance assessment	In-house	Fall 2015
	Technical Paper – Busway enhancement alternatives assessment and recommendations	In-house	Winter 2016
	Technical Paper – Alternatives and recommendations for enhancing east-west transit access to Museum Campus and nearby destinations	In-house	Spring 2016
	Public involvement	Meetings and online	Ongoing
	Draft Final Report	In-house	Summer 2016
	Final Report	Plan/Program	Summer 2016
Council of Mayors			
Sub regional Transportation Planning, Programming and Management			
	Surface Transportation Program		Ongoing
	Congestion Mitigation and Air Quality		Ongoing
	Other Federal Funding Programs		Ongoing
	Other State Funding Programs		Ongoing
	Newsletters/Annual Reports		Ongoing
	Quarterly Reports		Ongoing
	Other Plans/Programs, as needed		Ongoing
	Other Reports, as needed		Ongoing
	Overall Program Management		Ongoing
	Coordination with CMAP, IDOT and other agencies		Ongoing
Metra			
Program Development			
	Preliminary Capital Program and Budget	Plan/Program	10/15/15
	Public Involvement/Comment	Outside Distribution	10/15/15
	Final Capital Program & Budget	Outside Distribution	11/15/15
	TIP Submittal	Outside Distribution	11/15/15

Work Element/Project	Product	Product Type	Completion Date
Pace			
Rideshare Service Program			
	Enhance retention of existing rideshare groups by filling open seats and monitoring waiting lists	Plan/Program	Ongoing
	Increase program participation by following up with users who have incomplete profiles and low matches, expanding employer outreach, conducting events, utilizing incentives and tracker calendar and partnering with public transportation and environmental agencies, TMAs, employers and educational institutes	Plan/Program	Ongoing
	Improve matching capabilities by continuing to remove dormant profiles, analyzing commuter data, maintaining current employer and rideshare group data	Plan/Program	Ongoing
TIP Development and Monitoring			
	Pace TIP element	In House	On Going
	Pace fiscal year 2015-2019 Capital Program	In House	December 2015
	Monitor TIP Program/Projects	In House	On Going
RTA			
Regional Transit Planning Staff Support			
	Planning Studies	Outside distribution	Ongoing
	Service Board Coordination	Outside distribution	Ongoing
	Municipal Representative Coordination	Outside distribution	Ongoing
	Prepare Five-Year Capital Plan	Plan / Program	December
	Performance Measures Report	Outside Distribution	December
Counties (Kane)			
Program Development			
	Project Initiation - Consultant Selection	In-house	July 2015

Work Element/Project	Product	Product Type	Completion Date
	Existing Conditions and Deficiency Analysis	Outside Distribution	January 2016
	Socioeconomic & Travel Demand Data/Forecasts	Outside Distribution	June 2016
	Alternative improvement scenario development	Outside Distribution	December 2016
	Public meetings, outreach and regional coordination	Outside Distribution	Ongoing
	Final Plan adoption and distribution	Plan/Program	April 2017

Section III: Detailed Work Program by Recipient Agency

Chicago Metropolitan Agency for Planning (CMAP)

Project Title	Core MPO Activities
Sponsoring Agency	Chicago Metropolitan Agency for Planning (CMAP)
FHWA/FTA Amount Requested	\$12,317,455
Local Match Amount	\$3,079,364
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$15,396,819

Description and Justification
<p>Brief Description</p> <p>CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
<p>Major Tasks (up to 20)</p> <p>Local Planning</p> <ul style="list-style-type: none"> • Direct technical assistance to communities through the LTA program • Regional technical assistance, including online case study library, Planning Commissioner trainings, and model toolkits and ordinances <p>Policy Development and Analysis</p> <ul style="list-style-type: none"> • Performance Based Funding for Highway and Transit Funding Decisions- Development of Performance Measures, Analytic Tools, Indicators, and Communications Tools • Monitoring and Policy Analysis of State and Federal Legislation • Freight Policy- National Coalition Building on Policy Development • Freight Policy and Planning – Development of the existing conditions element of the regional freight plan and ongoing related policy analysis

Description and Justification

- Major Capital Project Technical Assistance. Aligning with GO TO 2040 recommendations
- Congestion Pricing Analysis, Communications and outreach
- Industry Cluster Drill Down Research and Analysis with a focus on understanding overall supply chain trends and regional opportunities and challenges
- Update and continued assessment of Transportation and Economic Development Indicators
- Continuing Analysis of Innovative Financing for Transportation
- Continuing Analysis of State and Local Tax Policy
- Continued analysis of Regional Housing and Land Use trends
- Analysis of major development types and local jurisdiction transportation costs
- Analysis of Transportation and Environmental Impacts
- Continuing Research and Analysis for CMAP's Policy Updates Blog

Comprehensive Regional Plan Development

- Scoping and process development
- Continued research on transportation, land use, economic, environment, housing, and human and community development topics identified as critical for the next CRP.

Communications and Outreach

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

Research and Analysis

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

Transportation Improvement Program

- Update and maintain the TIP, including processing amendments.
- Manage CMAQ and TAP obligation and project completion.
- Review federal register and other sources for regulatory changes.
- Coordinate IEPA activities with regional requirements
- Update TIP and EMME networks, run MOVES model to obtain emissions based on travel demand model results.

Description and Justification

- Document conformity analysis and process
 - Consult with federal and state regulatory agencies and ensure that public participation, fiscal constraint and all other applicable federal and state regulations are met.
 - Track obligations and actively manage programs.
 - Track and analyze STP-L, CMAQ, TAP-L, and other local fund source project status.
 - Facilitate and maintain communication with local elected officials, planning liaisons, and other county, regional, state and national partners.
 - Staff Council of Mayors Executive Committee, Transportation Committee, CMAQ Project Selection Committee, and Tier II Consultation Team.
 - Participate in Council of Mayors transportation, technical and council meetings.
 - Complete financial estimates for region wide transportation programs.
-
- Ensure air quality standards will be accomplished.
 - Analyze regional accomplishments.
 - Maintain TIP Map.
 - Increase outreach to general public of TIP tools, Communication and Public Involvement.
 - Manage design, development and implementation of integrated transportation planning, programming and tracking database.

Performance Based Programming

- Summary of Local Programming Practices
- Performance Monitoring
- CMAQ and TAP Program Development
- Development of investment/performance relationships
- Intelligent Transportation System Planning

Information Technology Management

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

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

CMAP performs the core required MPO functions. CMAP involves local governments and coordinates planning activities with them, and advances the coordination of transportation planning with land use and other planning. The GO TO 2040 plan, which was adopted in October 2010 and updated in October 2014, is policy-based in nature, and implementing the plan 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

Description and Justification
regional analysis. CMAP promotes online data sharing among MPO partners. Data sharing tools closes a gap in providing transparent decision making tools.
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>The proposal responds to a number of the regional priorities: Local Technical Assistance; Long Range Planning/Financial Planning and Innovative Finance/Evaluation Criteria/Implementation of GO TO 2040 Major Capital; Information sharing; Improved access to information; Air Quality Conformity Access to Information; Efficient governance; Modernization of the Public Transit System; Financial Planning; Improving Decision-Making Models and Evaluation Criteria for Project Selection.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>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.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>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.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Illinois Department of Transportation</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Local Planning Support		
Selection of new LTA projects	Plan/Program	October
Call for new LTA applications	Outside distribution	May
Other regional technical assistance activities (online case study library, Planning Commissioner trainings, and model toolkits and ordinances	Outside distribution	Ongoing
Initiation and completion of LTA projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
Policy Development and Analysis		
Federal and State Legislative Agenda	Outside distribution	January 2016

Products and Completion Schedule		
Staffing of CMAP Committee Structure	In-House	Ongoing
Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
Continued planning for 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
Industry Cluster Drill Downs-freight and manufacturing supply chain analysis (metals industries focus)	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
Comprehensive Regional Plan Process		
Continued scope and process development	In-House	Ongoing
Strategy and policy work on transportation investments and criteria	In-House	Ongoing
Outreach to local officials and transportation implementers about investment priorities	Outside distribution	Ongoing
Policy research on issues of equity and environmental justice	Outside distribution	Ongoing
Policy research on housing, land use, economic development, transportation, environment, and human community development areas identified for the next CRP.	In-House	Ongoing
Communications and Outreach		
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

Products and Completion Schedule		
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
Regional Information and Data Development		
Data-Sharing Hub	Outside distribution	Ongoing
External Data Requests	Outside distribution	Ongoing
2013 Land Use Inventory	In-house + outside distribution	December 2016
Digital Aerial Image Archive: 1980	Outside distribution	December 2015
Bikeways Inventory (BIS) Enhancements	In-house + outside distribution	June 2016
Development Database (NDD) Enhancements	In-house	June 2016
Socio-Economic Forecast Work Plan	In-house	September 2016
Long-Range Plan Tool/Data Development: Report for Internal Distribution	In-house	June 2016
Conformity Analysis	Plan/Program	Biannually
Regional Travel Demand Model Validation Report	Outside distribution	June 2016
Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
Advanced Urban Model Data Maintenance Plan	In-House	June 2016
GO TO 2040 Indicator Tracking	Plan/Program	Ongoing
Transportation Improvement Program		
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
Active program management reports	Outside distribution	Ongoing

Products and Completion Schedule		
Obligation report	Outside distribution	December 2015
TIP map	Outside distribution	Ongoing
TIP training	Outside Distribution	Ongoing
Conformity analysis and documentation	Outside Distribution	Biannually
Tier II consultation decision and documentation	Outside Distribution	Ongoing
Analysis of regulatory changes	In-House	Ongoing
TIP Programmer Updates	Outside distribution	Ongoing
TIP Brochures	Outside distribution	Ongoing
Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
Analysis of CMAQ cost revisions	Outside distribution	Ongoing
Integrated database design documents	In-House	January 2016
Performance Based Programming		
Regional Transportation Performance Measure Update	In-House	Ongoing
Regional Expressway Atlas	Outside distribution	Ongoing
Summer Data Collection Program	In-House	Ongoing
FY 2016 – 2020 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
Update to Regional Greenways and Trails Plan	Outside distribution	June 2016
RTOC support	In-House	Ongoing
Provide data support for freight planning	In-House	Ongoing
Regional ITS Plan and Architecture	In-House	Ongoing
Information Technology Management		
Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-House	Ongoing
Office technology systems	In-House	Ongoing
Wiki/CMS Intranet for internal network	In-House	Ongoing
Support of Web-based data dissemination applications	Outside distribution	Ongoing

Products and Completion Schedule		
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 cost	\$9,317,000
Total Person Months	1012
Consultant Cost	\$600,000
Other Costs	\$2,002,919
Indirect Costs	\$3,476,900
Total Project Cost	\$15,396,819
Please specify the purpose of consultant costs and time line for expenditure	
See attached description of Consultants	
Please specify the purpose of other costs	
See attached description of Other Costs. Also attached is a breakdown by program	

CMAP BUDGET SUMMARY FOR FY 2016 UWP

Program	Staff	Indirect Costs	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,081,000	\$760,100	254	\$150,000	\$61,400	\$3,052,500
Policy Analysis and Development	\$2,019,900	\$767,400	167		\$96,500	\$2,883,800
Performance-Based Programming	\$731,700	\$275,500	88		\$10,600	\$1,017,800
TIP	\$864,000	\$322,200	83	\$350,000	\$16,500	\$1,552,700
Plan Development	\$1,010,300	\$385,700	122		\$3,600	\$1,399,600
Research and Analysis	\$1,595,200	\$597,600	182		\$568,400	\$2,761,200
Communication	\$632,600	\$230,100	80	\$100,000	\$68,600	\$1,031,300
Information Technology Management	\$382,300	\$138,300	36		\$1,177,319	\$1,697,919
TOTAL	\$9,317,000	\$3,476,900	1,012	\$600,000	\$2,002,919	\$15,396,819

CONTRACT DETAIL

Program	Purpose	Amount
Local Planning		
Market Analysis	Market analysis and financial analysis for LTA program	\$100,000
Visualizations	Development of renderings, illustrations, and other visualizations for LTA program	\$50,000
Communications 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	\$350,000

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
Research and Analysis		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$400,000
Information Technology		
Software Maintenance/licenses	Annual fees	\$330,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$643,000
Equipment	New and replacement of computer equipment	\$100,000
Software	Purchase of new software	\$50,000

Project Title	Local Technical Assistance and Community Planning Programs
Sponsoring Agency	CMAP, with sub allocation to RTA depending on projects
FHWA/FTA Amount Requested	\$480,000
Local Match Amount	\$120,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$600,000

Description and Justification
<p>Brief Description</p> <p>This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation--particularly transit--with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 8-10 local plans.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. 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 sub grant 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.

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 sub regional land use, housing, environmental, economic development, or human services goals? Please explain.)*

Yes. This project directly implements GO TO 2040 recommendation that resources 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 to 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 and the RTA submitted joint applications similar to this one in FY 2014 and FY 2015.

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?

The funds that are subgranted to the RTA will be matched by RTA funds and match provided by the local project sponsors. The funds that are programmed by CMAP will be matched by the Illinois Department of Transportation and match provided by the local project sponsors.

Products and Completion Schedule

Product	Product Type	Completion Date
Selection of approximately 8-10 new projects to receive grant funding	Outside distribution	October (CMAP) and December (RTA)
Initiation of local projects	Plan / program	Ongoing
Completion of local projects	Plan / program	FY 2017
Process evaluation and preparation for FY 2016 applications	In-house	March 2016

Expense Breakdown

Staff cost	\$
Total Person Months	
Consultant Cost	\$600,000
Other Costs	\$
Indirect Costs	
Total Project Cost	\$600,000

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

All costs in this project are consultant costs (either contracted with CMAP or RTA). All projects are scheduled to be initiated in the first half of 2016 and will be completed by 2017.

Please specify the purpose of other costs

N/A

Chicago Transit Authority (CTA)

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

Description and Justification
Brief Description <p>The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>
Major Tasks (up to 20) <p>Develop and coordinate information regarding CTA capital projects for the following:</p> <ol style="list-style-type: none"> 1. Annual Report 2. TIP Updates (several per year) 3. Capital Amendments CTA/RTA Boards 4. FY 2016 - 2020 CIP -CTA Board 5. FY 2016 - 2020 CIP -RTA Board 6. CMAQ Annual Report
Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i> <p>Yes, support for this project allows the CTA to continue processes to meet its core MPO responsibilities. The 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>

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

Modernization of Public Transportation

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

Yes, support for this project would be a continuation of previous UWP Core Project funding for CTA for similar work in previous years; the need to develop and update capital programs and coordinate with regional plans is ongoing.

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

Development of CTA's five-year capital program includes projects located throughout the entire service area. This project will therefore facilitate improvements that will help provide travel options, and thereby provide congestion relief, to the city and region. Current and future CTA customers from all over the region will benefit from improved bus and rail service.

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

Chicago Transit Authority (CTA) Operating funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-house	June 2015
TIP Update	In-house	07/17/15
TIP Update	In-house	09/18/15
TIP Update	In-house	11/20/15
Capital Amendments CTA/RTA Boards	In-house	2015/2016
FY 2016 - 2020 CIP -CTA Board	In-house	11/18/15
FY 2016 - 2020 CIP -RTA Board	In-house	12/17/15
TIP Update	In-house	01/15/16
TIP Update	In-house	03/15/16
TIP Update	In-house	05/15/16
CMAQ Annual Report	In-house	June 2016

Expense Breakdown	
Staff cost	\$339,550
Total Person Months	48

Expense Breakdown	
Consultant Cost	\$0
Other Costs	\$0
Indirect Costs	\$160,450
Total Project Cost	\$500,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

Project Title	Expand Brown Line Core Capacity
Sponsoring Agency	Chicago Transit Authority
FHWA/FTA Amount Requested	\$420,000
Local Match Amount	\$105,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$525,000

Description and Justification
<p>Brief Description</p> <p>The purpose of this project is to provide support for conceptual planning for a Brown Line Core Capacity project, including expansion of Kimball Yard, signal upgrades, and infrastructure realignments to improve travel time. This need for this project is supported by increasing ridership on the Brown Line, correlating with population shifts and new development along the Brown Line. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch. The 2009 project did not include the key supporting infrastructure improvements proposed here.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Contract proposal, negotiation and acceptance. A schedule of specific project milestones will be established. 2. Project management for a study that would consider costs, benefits, funding strategies and preliminary planning for alignment and signal improvements on the branch, and yard improvements at the terminal. 3. Planning of a rehabilitated Kimball Yard that could accommodate additional capacity. This will include identification of site needs and a proposed layout for improved yard operations. For example, current service requires 7 trains per day operate from another CTA yard because of inadequate storage space, and the maintenance shop is sized for 6-car trains rather than 8-car trains. 4. Travel speed improvements will be identified by segments. For each segment, semi-mathematized/ graphic alternatives will be developed to allow a tangible review and prioritization of segments. Simulation model runs to quantify travel time gains may be performed. Best candidates for improvement will be surveyed, along with some structural analysis and related signal analysis to determine feasibility. 5. Signals will be analyzed for available improvements to signal block lengths and locations; thereby allowing more trains and additional capacity. 6. Summary analysis of cumulative capacity gains and other benefits (agency cost savings, operating and travel speed improvements, reliability improvements, etc.) from proposed components will be performed.

7. Financial Planning will be conducted; various strategies will be explored, including various Federal FTA/FHWA sources, state and local source, as well as TOD/TIF and P3 opportunities will be explored.
8. Stakeholder and/or Public Outreach.

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 prioritizes planning work for the modernization of the existing transit system. It develops plans to better utilize existing right-of-way, optimize use of current CTA assets, and improve rail infrastructure to accommodate ridership growth on a branch that has some of the oldest components in the system, including signal systems dating back to 1976.

Competitive Justification *(will this project inform or achieve regional or sub regional land use, housing, environmental, economic development, or human services goals? Please explain.)*

Yes, this project will continue to support infill development and economic redevelopment in the urban area. It will facilitate intensifying land use along the Brown Line, which has 5 of the top 10 stations for new construction building permits within a quarter mile since 2009. It supports increasing transit ridership goals both in terms of enabling expanded capacity and increased service quality through time savings and improved customer comfort from a smoother ride.

Competitive Justification *(which particular GO TO 2040 recommendation will this project contribute to or implement?)*

This project contributes to the CMAP regional mobility recommendations to 'increase commitment to public transportation' and also to 'invest strategically.' Specifically, the project is providing behind the scenes infrastructure improvements to increase capacity on a branch that that has greatly benefited from recent station improvements and longer trains—43% peak ridership growth from 2009-2013.

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

Yes, this project builds on the recent Brown Line Modernization Project (completed in 2009). That project provided customer-facing improvements by reconstructing stations and increasing platform length. This project would support the background infrastructure, such as improving and expanding the capacity of the yard, signal system and alignments. The need for this project has been accelerated due to the success of the earlier project.

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

This project will facilitate improvements to a key transit corridor that will enhance travel options and thereby provide congestion relief to the city and region. The Brown Line provides access between

downtown and the northwest side, linking the rest of the CTA system with neighborhoods, commercial corridors, employment centers, schools/universities, and other destinations. Current and future CTA Brown Line customers—including residents, workers, and visitors—will benefit from improved Brown Line rail services.

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

Chicago Transit Authority (CTA) Operating funds

Products and Completion Schedule

Product	Product Type	Completion Date
Task 1: Contract proposal, negotiation and acceptance	Plan/Program	Oct-Dec 2015
Task 2: Project management	In-House	Dec 2015 – Dec 2016
Task 3: Planning for improvements to Kimball Yard	Outside Distribution	Jul-Sept 2016
Task 4: Planning for travel speed improvements through realignment	Outside Distribution	Apr-Jun 2016
Task 5: Planning for signal improvements	Outside Distribution	Jan-Mar 2016
Task 6: Summary of capacity gains and other agency benefits	Outside Distribution	Oct-Dec 2016
Task 7: Financial planning of proposed project elements	Outside Distribution	Oct-Dec 2016
Task 8: Stakeholder/public outreach	Outside Distribution	Apr-Dec 2016

Expense Breakdown

Staff cost	\$80,000
Total Person Months	12
Consultant Cost	\$419,328
Other Costs	\$0
Indirect Costs	\$25,672
Total Project Cost	\$525,000

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

Consultant time to support planning tasks

Please specify the purpose of other costs

N/A

City of Chicago

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

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

This proposal addresses all of the regional priorities as it allows the City of Chicago Dept of Transportation to fully participate in the regional planning effort and to plan for future transportation needs in a coordinated and comprehensive fashion.

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

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

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

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

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

City Corporate funding.

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	6/30/16
Interaction with the public	Outside distribution	6/30/16
Interaction with other agencies including CMAP	Outside distribution	6/30/16
Capital Improvement Program	Plan/Program	6/30/16
Fiscally constrained TIP (CDOT portion)	Plan/Program	6/30/16
Data collection / database development	In-House	6/30/16
Participation in the regional planning process	Plan/Program	6/30/16

Expense Breakdown	
Staff cost	\$772,327
Total Person Months	82
Consultant Cost	\$0
Other Costs	\$0
Indirect Costs	\$52,673

Expense Breakdown	
Total Project Cost	\$825,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	
N/A	

ADDENDUM TO THE CITY OF CHICAGO'S APPLICATION FOR FY 2016 UWP CORE FUNDING

Proposed FY 2016 Scope of Services

1. Surface Transportation Capital Improvement Program Assistance

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

2. STP Program Development

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

- d. Develop an annual and a multi-year program, which are fiscally constrained and realistic in terms of implementation time frame. Submit programs to CMAP in conjunction with the TIP development schedule and associated deadlines and revise as necessary.
- e. Select regionally significant project as per our negotiated STP split agreement with the Council of Mayors and present such project to the Council.
- f. Continued development and implementation of performance based project selection methodology.

3. General Liaison

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

4. Technical Assistance and Studies

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

5. TIP Development & Monitoring

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

Project Title	South Lakefront & Museum Campus Access Alternatives and Feasibility Assessment
Sponsoring Agency	Chicago Department of Transportation (in cooperation with CTA)
FHWA/FTA Amount Requested	\$336,000
Local Match Amount	\$84,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$420,000

Description and Justification
<p>Brief Description</p> <p>CDOT's recently completed Museum Campus Transportation Study has identified two key potential infrastructure investments that would significantly improve transit access and capacity to the cultural attractions and special event venues in the Campus. These recommendations are (1) to create a South Lakefront Busway by enhancing and extending the McCormick Place Busway, and (2) to investigate the opportunity to increase transit access and capacity to Museum Campus along the Cermak corridor. This study would assess alternatives and feasibility for adding new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway. This would allow CTA buses to use the facility to more effectively serve Museum Campus and nearby neighborhoods & destinations while also eliminating the extreme unreliability of travel times in this area for CTA customers on existing South Lakefront express bus routes. The study would also assess alternatives and feasibility for linking Museum Campus institutions with each other, CTA's Red and Green Lines, the proposed South Lakefront Busway, and the rapidly redeveloping Cermak Road corridor extending from McCormick Place to Motor Row and Chinatown in an intuitive and visitor-friendly manner that encourages increased transit use. This new facility would be designed to increase transit capacity, and more efficiently and reliably serve special event demand at Soldier Field and on Northerly Island. It would also create transit connections that relieve traffic pressure on nearby neighborhood streets, leverage remote parking options, and allow all Campus institutions to maintain convenient public access on special event days. Once the physical needs are determined, right-of-way along this corridor may be preserved to allow for this future investment.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Evaluate McCormick Place Busway enhancement alternatives to accommodate CTA use, and their effectiveness for addressing existing bus service performance deficiencies. <ol style="list-style-type: none"> a. Assess CTA bus performance in south lakefront corridor and options to improve performance deficiencies. b. Investigate south lakefront corridor services as well as access to Museum Campus for ordinary activity and special events. Consider costs and benefits.

- c. Present recommended actions, design features, and estimated costs for enhancements to the existing McCormick Place Busway to accommodate CTA use.
- 2. Develop and assess alternatives for enhancing east-west transit access to Museum Campus and nearby destinations, especially considering increased capacity and reliability of transit connections to nearby major transit routes such as CTA's Red and Green Lines, Metra's Electric District and Rock Island Lines, and the proposed McCormick Place Busway enhancements described above.
 - a. Investigate relative merits of the Roosevelt and Cermak Road corridors for this improved east-west access. Consider factors such as transit operations, transit customer service, accommodating nearby neighborhood needs and opportunities, and other relevant conditions. Recommend a preferred corridor.
 - b. Quantify the benefits of this potential East-West transit way improvement in terms of travel times, ridership demand, capacity, and service reliability.
 - c. Establish the physical feasibility of fitting potential transit way infrastructure into the space available, and identify a suitable type of transit vehicle (mode) to achieve the desired benefits.
 - d. Assess alternatives for adequate and appropriate potential funding sources for design, construction, and operation of the recommended transit improvements.
- 3. Engage community and institutional stakeholders through an appropriate public involvement process.
- 4. Prepare interim and final reports as needed to effectively communicate ideas and support decision-making.

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)*

Strategic investment in a South Lakefront Busway and increasing transit access and capacity to Museum Campus along the Cermak corridor is key to a further developing a multimodal regional transportation system that's accessible, affordable, coordinated with nearby land use, and supports existing communities. Regarding cost and investment efficiency, current conditions result in extreme delays and inefficient use of transit operating resources, especially during special events. Improved transit infrastructure in this area has the potential to significantly improve service reliability for existing customers as well as better accommodate growth in transit demand – both for everyday commuters as well as special event traffic.

Competitive Justification *(will this project inform or achieve regional or sub regional land use, housing, environmental, economic development, or human services goals? Please explain.)*

The proposed improvements hold promise for encouraging transit trips by improving transit infrastructure in ways that enhance service reliability, increase capacity, and support neighborhood redevelopment. This supports regional environmental goals (i.e., more competitive transit service), and land use/housing/economic development goals (i.e., more TOD opportunities).

Competitive Justification (which particular GO TO 2040 recommendation will this project contribute to or implement?)

This project supports two GO TO 2040 recommendations: 10. Invest Strategically in Transportation (this study will allow decision-makers to better assess and prioritize key enhancements/modernizations of the existing system); and 11. Increase Commitment to Public Transit (this study will support improving transit's fiscal and operating performance, and is consistent with the goal of supporting land use planning and making focused infrastructure investments to help transit work better).

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

This proposal builds upon key recommendations of CDOT's recently completed Museum Campus Transportation Study, which in turn is a primary component of the Chicago Park District's forthcoming Museum Campus Framework Plan.

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

The primary beneficiaries of the study will be the existing and prospective transit customers residing in, working/studying in, traveling through, or visiting the neighborhoods where the proposed improvements are located. Their interests will be served by CDOT, CTA, Park District, and other related agencies as this study is completed and its findings are used to inform ongoing capital investment decision-making.

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

City Funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper – South lakefront bus performance assessment	In-house	Fall 2015
Technical Paper – Busway enhancement alternatives assessment and recommendations	In-house	Winter 2016
Technical Paper – Alternatives and recommendations for enhancing east-west transit access to Museum Campus and nearby destinations	In-house	Spring 2016
Public involvement	Meetings and online	Ongoing
Draft Final Report	In-house	Summer 2016
Final Report	Plan/Program	Summer 2016

Expense Breakdown	
Staff cost	\$0
Total Person Months	6
Consultant Cost	\$420,000
Other Costs	\$0
Indirect Costs	\$0
Total Project Cost	\$420,000
Please specify the purpose of consultant costs and time line for expenditure Refer to Major Tasks and Products and Completion Schedule	
Please specify the purpose of other costs N/A	

Council of Mayors

Project Title	Sub regional 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

<p>Description and Justification</p> <p>Brief Description</p> <p>To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Communication and Public Involvement 2. General Liaison Services 3. Program Development and Monitoring - Development of STP and monitoring of all funding sources 4. Active Program Management 5. Technical Assistance <p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The 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.</p> <p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p>

Planning work toward continual implementation of GO TO 2040 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.

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

The PL program is a continuous program.

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

The region's municipalities, counties and transportation agencies and the constituents of these bodies.

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

Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.

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

Expense Breakdown	
Staff cost	\$1,773,077
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0

Expense Breakdown	
Indirect Costs	\$165,462
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	

Metra

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

Description and Justification
<p>Brief Description</p> <p>Program development of capital transit planning and administration</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Provides multi-jurisdictional transit planning 2. Addresses regional transportation improvement, enhancement and innovation 3. Provides safety and security planning 4. Monitors a fiscally constrained TIP 5. Addresses congestion mitigation 6. Serves as an outlet for proactive public participation
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and potentially expand commuter rail service in Northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>Regional transportation planning process, development of a TIP and public involvement.</p>

<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>MPO (CMAP), transit agencies, Metra commuters and regional municipalities</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Metra funds</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Capital Program and Budget	Plan/Program	10/15/15
Public Involvement/Comment	Outside Distribution	10/15/15
Final Capital Program & Budget	Outside Distribution	11/15/15
TIP Submittal	Outside Distribution	11/15/15

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

Pace

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

Description and Justification
<p>Brief Description</p> <p>The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The grant will fund:</p> <ol style="list-style-type: none"> 1. Staff working with commuters to provide them with available transit options. 2. Marketing open rideshare seats and newly forming groups to commuters who register on our website. 3. Promoting the program to attract more participation thus achieving critical mass to produce matching results even in less dense areas. 4. Website development to improve matching capabilities. 5. Encouraging change in commuter behavior by offering incentives and a Commute Calendar to track regional emission reductions when travelers report their commute data.
<p>Major Tasks (up to 20)</p> <p>Project costs would cover staffing for the following responsibilities:</p> <ol style="list-style-type: none"> 1. Customer Service <ol style="list-style-type: none"> a. Answer inquiries – regarding rideshare open seats, commute options, ideas for finding other commuters. b. Email rideshare opportunities to target audiences (registered users and employees/students at destinations) and post through social media avenues. c. Update and expand the employer contact database. d. Manage rideshare wait list. 2. Data processing and management of website modules: <ol style="list-style-type: none"> a. Employer/Schools – verify and approve new data provided by users

<ul style="list-style-type: none"> b. Commuter profiles – analyze travel patterns to create new rideshare groups and identify individual potential for open rideshare seats <p>3. Marketing and Outreach</p> <ul style="list-style-type: none"> a. Develop, produce, and distribute informational material about open seats in rideshare groups and announce newly forming rideshare groups and other Pace RideShare informational pieces b. Promote Pace RideShare program at expos, events, and conferences with employment, transportation, or green themes
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The Pace RideShare Program is expanding as an effective Transportation Demand Management (TDM) strategy to reduce the demand for single occupancy vehicle driving; lower highway congestion, commute times and energy consumption; and improve air quality.</p> <p>The focus of the Pace RideShare Program is to provide information on commuter options, support the creation and continuation of rideshare groups and develop a program to incentivize commuter behavior to move away from driving alone.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>This project is the primary active TDM option in Northeastern Illinois with the potential of being a component of a statewide TDM program providing a solution to improve highway planning and ultimately support a better highway network for Illinois' economic future.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, in July 2006, Pace became the Regional Rideshare Administrator bringing together the rideshare resources: online ride matching with a successful Pace Vanpool Program.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Commuters originating from and traveling into Northeastern Illinois can benefit from knowing what their transportation options are, having RideShare opportunities and support available, receiving encouragement to try other commutes besides solo driving and saving money on their commute. Employers will benefit from reduced parking lot costs and increased job accessibility.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Pace funds</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Enhance retention of existing rideshare groups by filling open seats and monitoring waiting lists	Plan/Program	Ongoing
Increase program participation by following up with users who have incomplete profiles and low matches, expanding employer outreach, conducting events, utilizing incentives and tracker calendar and partnering with public transportation and environmental agencies, TMAs, employers and educational institutes	Plan/Program	Ongoing
Improve matching capabilities by continuing to remove dormant profiles, analyzing commuter data, maintaining current employer and rideshare group data	Plan/Program	Ongoing

Expense Breakdown	
Staff cost	\$60,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$15,000
Indirect Costs	\$0
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
Other costs are primarily intended for the ride matching website hosting and technical support for one year and any remaining funds will be used for marketing expenses such as incentives, registration for outreach events, program materials, advertising space in various media sources and website enhancements to improve rideshare program capabilities.	

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

Description and Justification
<p>Brief Description</p> <p>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 2016-2020 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 <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Yes, 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 <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></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>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 cooperation.</p>

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

Pace funds

Products and Completion Schedule

Product	Product Type	Completion Date
Pace TIP element	In House	On Going
Pace fiscal year 2015-2019 Capital Program	In House	Dec 2015
Monitor TIP Program/Projects	In House	On Going

Expense Breakdown

Staff cost	\$75,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$0
Indirect Costs	\$0
Total Project Cost	\$75,000

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

N/A

Please specify the purpose of other costs

N/A

RTA

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

Description and Justification
<p>Brief Description</p> <p>This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA is charged with financial oversight of the three Service Boards, including developing a five-year capital program and conducting capital asset condition assessments, setting and monitoring performance measures and regional planning efforts that support improved transit access and increased ridership.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop five-year capital program 2. Prepare and monitor performance measures 3. Regional transit planning project management (corridor studies, transit-oriented development and access to transit improvements)
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The RTA is responsible for providing financial oversight, funding and planning for the Chicago Transit Authority, Metra and Pace. This is accomplished by coordinating with CMAP and the three Service Boards to develop and implement the region's fiscally constrained Transportation Improvement Program (TIP) and long-range transportation plan.</p>

<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>This project aligns with all five regional priorities, with an emphasis on “modernization of the public transit system,” and “planning work toward implementation of GO TO 2040 Major Capital Projects, including supportive land use.”</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, the work included in the application is ongoing work conducted by RTA staff..</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The Service Boards (Metra, Pace, CTA), local municipalities and transit users.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>RTA general fund</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Planning Studies	Outside distribution	Ongoing
Service Board Coordination	Outside distribution	Ongoing
Municipal Representative Coordination	Outside distribution	Ongoing
Prepare Five-Year Capital Plan	Plan / Program	December
Performance Measures Report	Outside Distribution	December

Expense Breakdown	
Staff cost	\$100,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$0
Indirect Costs	\$0
Total Project Cost	\$100,000

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

N/A

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

N/A

Counties (Kane)

Project Title	Modeling and Public Outreach Components for Kane County's Long Range Transportation and Comprehensive Roadway Improvement Plans
Sponsoring Agency	Cook, DuPage, Kane, Lake, Will, McHenry, Kendall Counties
FHWA/FTA Amount Requested	\$240,000
Local Match Amount	\$60,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

Description and Justification
<p>Brief Description</p> <p>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. These Plans are tools that guide 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.</p> <p>This project will update the socio-economic projections and modeling efforts for the Kane County's long range comprehensive planning efforts. The project will also include an extensive public outreach effort.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Prepare an existing conditions and systems inventory. 2. Develop Public Involvement Plan - The following list of items will most likely be part of this plan. <ol style="list-style-type: none"> a. Develop and Maintain Project Website b. Conduct Public Involvement Charrettes c. Conduct Stakeholder meetings d. Conduct Public Hearings 3. Identify and evaluate potential planning strategies, and choose a preferred scenario. 4. Extend the planning horizons and forecast socioeconomic data to establish future travel demand. 5. Identify and evaluate transportation deficiencies and transportation improvements that are supportive of preferred scenario.

6. Investigate ITS technologies for long term transportation system efficiency.
7. Compile recommendations for strategies and major capital projects with project cost estimates to use in updating County long range transportation planning efforts.
8. Conduct financial analysis by comparing revenues to plan costs.

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 decision-making efforts and goal 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 Kane 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.
2. Improving Decision-making Models and Evaluation Criteria for Project Selection: Improving decision-making processes for transportation projects and prioritizing investments.
3. Local Technical Assistance and the Formation of Collaborative Planning Efforts: Information sharing and formal planning efforts that focus on transportation and related issues of livability.

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

This effort is a continuation of Kane County's comprehensive 2040 Long-Range Transportation Plan, Comprehensive Road Improvement Plan, Transit Plan and Bicycle and Pedestrian Plan.

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

The project is multi-jurisdictional, requiring the cooperation and coordination of local municipalities, bordering jurisdictions, townships, park and forest preserve districts, IDOT, the Illinois Tollway, and other governmental agencies. Coordination with CMAP, Council of Mayors, RTA and transit service providers insures connectivity and consistency with regional systems, projects, and planning efforts.

The plan development process will engage the public as well as a wide 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 local municipalities, townships, IDOT, Metra, Pace, the RTA, and CMAP.

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

County RTA Sales Tax, County Option Motor Fuel Tax, County Matching Fund, and/or County State Motor Fuel Tax.

Products and Completion Schedule

Product	Product Type	Completion Date
Project Initiation - Consultant Selection	In-house	July 2015
Existing Conditions and Deficiency Analysis	Outside Distribution	January 2016
Socioeconomic & Travel Demand Data/Forecasts	Outside Distribution	June 2016
Alternative improvement scenario development	Outside Distribution	December 2016
Public meetings, outreach and regional coordination	Outside Distribution	Ongoing
Final plan adoption and distribution	Plan/Program	April 2017

Expense Breakdown

Staff cost	\$0
Total Person Months	20
Consultant Cost	\$300,000
Other Costs	\$0
Indirect Costs	\$0
Total Project Cost	\$300,000

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

Analysis of existing conditions, socioeconomic forecasts, travel demand data, transportation system deficiencies; identification of short and long term transportation needs, costs and financing options; development of draft and final transportation plans; and implementation of public outreach efforts.

The timeframe for project completion is approximately 18 months.

Please specify the purpose of other costs

N/A

APPENDIX A

SOURCES OF LOCAL MATCH

The agencies participating in the UWP must provide a local match for PL, 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 government funds.

City of Chicago

The match is provided by local government funds.

Counties

The match is provided by local government funds.

Councils of Mayors

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

APPENDIX B

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that FHWA and FTA planning grant applicants meet certain standards of compliance with Title VI. In particular, there are requirements for Equal Employment Opportunity (EEO) programs, Disadvantaged Business Enterprise (DBE) programs, and general compliance with Title VI and Executive Order 12898 (Environmental Justice) in the transportation planning and programming process. The status of compliance of the recipient agencies in the three areas of civil rights activities is described in this appendix. In addition, strategies to meet Executive Order 12898 and USDOT order 5610.2 (a) are described.

Equal Employment Opportunity

The RTA submitted its Affirmative Action Plan to the FTA in July 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.

CMAP is committed to a policy of providing equal employment opportunity and of ensuring non-discrimination in the conduct of all of its activities. CMAP has established an affirmative action program, which calls for efforts to have the staffing of CMAP 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 July 2014.

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.

CMAQ 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 was 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 CMAQ with FTA Circular 4702.1B (TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS) dated October 1, 2012.

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

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

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

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

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

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

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

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

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

- **Weekly Updates** from the Executive Director are available online and emailed every Friday to inform readers of progress at CMAP and events, announcements, and other news from throughout the region.
- **Policy** and **Legislative** Updates are forums for research and analysis of data and federal, state, and local policy issues of the day. These entries will largely reflect ongoing CMAP work on topics such as the regional economy, transportation, and environmental and local planning issues.
- **Soles and Spokes** covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.
- CMAP's various Social Media help the public to stay connected via [Facebook](#), [Twitter](#), [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.

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

Minority and foreign language media and organizations are routinely notified of meetings, plans, reports and other matters in the same way that other groups are notified. If, because of location or some other factor, a particular activity is deemed of special interest to one or more of these groups, additional steps are taken – special notices, phone calls, etc.

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

- c. **Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees:** Five boards

and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other Committees and working groups may consider transit-related issues on an incidental basis. Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments. The composition of these boards and committees is:

- a. CMAP Board: 13 non-minority, 1 minority
- b. MPO Policy Committee: 18 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

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

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

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

- a. **Procedures to address mobility needs of minority populations:** The mobility needs of minority populations were identified and considered in the GO TO 2040 plan and update, adopted in October 2014. 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.

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	1,012	84.3
CDOT	88	7.33
Metra	48	4.0
CTA	60	5.0
Pace	24	2.0
Council of Mayors	192	16.0
RTA	12	1.0
Kane County	20	1.6

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 85% 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 15% FTA funding (\$1,846,563). 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, County

RTA, CTA, Metra, Pace and County of Kane received FTA funds only (CTA - \$820,000; Metra - \$320,000; Pace - \$120,000; City of Chicago - \$996,000; RTA - \$80,000; and County of Kane- \$240,000).

APPENDIX E

AUDIT REQUIREMENTS

In response to the requirements of the OMB “Super Circular” (2 CFR 200), the participating agencies all have made arrangements for required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

APPENDIX F

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
AA	Alternatives analysis
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
ART	Arterial Rapid Transit
ASC	Adaptive Signal Control
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
CMAF	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
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/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IPAs	Individual Project Agreements
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
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-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
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 Fulton/Randolph Traffic and Curbside Use Study Museum Campus Transportation Study
CMAP	Local Technical Assistance (LTA) Program
Counties	Cook County – Lincoln Highway Logistics Corridor Feasibility Study DuPage County – Elgin O’Hare Western Access Corridor Landscaping Project
CTA	Lawrence Avenue TOD Study Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study 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
Joliet Arsenal Development Authority	Southwest Will County Transportation Management Association Start-up and Background Research Study
Kane Kendall Council of Mayors / Kane Division of Transportation / Forest Preserve District of Kane County	Fox River Trail Signage Program Update
Pace	95 th Street Corridor Study Fox Valley Community Transit Planning Program Joliet Express Bus Study Local Planning Transit Assistance Milwaukee and Dempster Arterial Rapid Transit North Avenue Corridor Transportation Plan North Shore Service Coordination Study Regional Transit Signal Priority Project Southeast Cook Service Analysis
RTA	Chicagoland Visitors Travel Survey Community Planning Program

South Suburban Mayors and Managers Association	IL 394 and IL Route 1 Corridor Study Southeast Commuter Rail Study
West Central Municipal Conference & DuPage Mayors and Managers Conference	Cook DuPage Smart Corridors Plan and Design

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

Agency: Chicago Department of Transportation

Name of Project: BNSF Little Village Paseo Phase I Feasibility Study

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 4th Quarter 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 2015

The Cost of the Work: \$800,000

Source(s) of funds: Rockefeller Foundation via the Chicago Community Trust

Name of Project: Fulton/Randolph Traffic and Curbside Use Study

Description of Planning Work: The objective of the study is to determine whether area access, traffic and curbside use needs are being met and to determine curbside use and traffic management strategies that support current and proposed land uses.

Resulting Product: Report which provides recommendations to address existing curbside usage and traffic conditions issues that are supportive of DPD's Land Use Plan for the study area and are based on an assessment of the proposed alternative strategies.

Performing the work: AECOM is the project consultant, under the supervision of CDOT.

Time frame for completing the work: Estimated 4th Quarter 2015

The Cost of the Work: \$300,000

Source(s) of funds: TIF

Name of Project: Museum Campus Transportation Study

Description of Planning Work: Identify needs and potential improvements for getting to/from and within Chicago's Museum Campus, including better wayfinding, enhancements to existing transportation connections, and possible new transit corridors for growth.

Resulting Product: A report that will form a section of the Chicago Park District's broader Framework Plan for the Museum Campus

Performing the work: Work has been supervised by CDOT with assistance from a Study Advisory Committee including all Museum Campus stakeholders, as well as extensive public consultation.

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

The Cost of the Work: \$100,000

Source(s) of funds: City of Chicago TIF funds

Name of Project: River North-Streeterville Transit Alternatives Study

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

Resulting Product: A Locally Preferred Transit Alternative

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

Time frame for completing the work: Estimated 4th Quarter 2015

The Cost of the Work: \$2.0 M

Source(s) of funds: CMAQ funds through FTA

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 15, over 100 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/lta.

Requests for LTA projects are evaluated on a competitive basis. Local governments and community-based organizations submit applications during an annual call for projects. The program is currently in its fifth year; during the first four years, more than 400 applications were received by CMAP, with nearly 170 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: \$1.2 million

Source(s) of funds: Economic Development Administration; Illinois Attorney General, Illinois Department of Transportation, Illinois Department of Natural Resources, Illinois Environmental Protection Agency; Cook County Department of Planning and Development; Chicago Community Trust, MacArthur Foundation

Agency: Counties – Cook County

Name of Project: Lincoln Highway Logistics Corridor Feasibility Study

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

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

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

Timeframe for completing the work: 18-24 months

The cost of the work: \$225,000

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

Agency: Counties – DuPage County

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

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

The Cost of the Work: \$550,190

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

Agency: Chicago Transit Authority

Name of Project: Lawrence Avenue Transit Oriented Development (TOD) Study

Description of Planning Work: This Project will provide support for conceptual planning study for a Lawrence Avenue Transit-Oriented Development Study project on existing facilities on or near Lawrence Avenue. This area includes Kimball Yard and maintenance facilities, Kimball Brown Line Station and the Kedzie Station as well as realignment of infrastructure in order to improve travel time. This need for this project is supported by increasing ridership on the Brown Line, correlating with population shifts and new development along the Brown Line. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch.

Resulting Product: This effort will determine if the potential new developments are compatible with these facilities.

Budget and Sources of Funds:

Lawrence Avenue Transit Oriented Development Planning Study	
Pass thru Federal (5305) IL-808-0008 @ 80%	\$100,000
IDOT 20%	\$25,000
Total	\$125,000

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

Description of Planning Work: This project is part of CTA's Red Ahead Program, to develop a TOD plan in conjunction with reconstruction and capacity expansion along the Red and Purple Line corridor on the north side of Chicago. The Red and Purple Line Modernization Phase One project involves building a grade-separated bypass track, reconstructing and expanding right of way and four stations and upgrading signals in the corridor. CTA's TOD

plan for that corridor includes conducting a market analysis of stations in the corridor, creating site-specific development plans and conducting public involvement efforts to identify land use and development options.

Resulting Product: RPM will add much needed capacity in this growing residential corridor to accommodate current and future riders and to deliver faster and smoother rides with less crowding and more frequent service.

Budget and Sources of Funds:

Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study

Federal @ 80%	\$1,250,000
CTA @ 20%	\$312,000
Total	\$1,562,500

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 and the Locally Preferred Union Pacific Railroad Heavy Rail Transit (HRT) Alternative that has two options. 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 04/1/2016

Budget and Sources of Funds:

Alternatives Analysis [Completed, 2009]			
Federal		Local/State	Total
5307	\$2,345,034	\$0	\$2,345,034
5339 Alternatives Analysis	\$588,000	\$0	\$588,000
Total	\$2,933,034	\$0	\$2,933,034
EIS			
Federal		Local/State	Total
5339 Alternatives Analysis	\$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 Corridor between approximately Howard Street on the north, Western Avenue on the West, Ashland Ave on the East and 95th Street on the south (21 miles). The AA study, conducted in 2012, identified and studied various technology and corridor alternatives in the study area.

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

In 2013 a draft Environmental Assessment was developed for the Locally Preferred Alternative, and published for public comment. A high number of public comments were received on the Environmental Assessment for the project. CTA and FTA are reviewing those comments to determine how best to address them. After comments have been reviewed and addressed, FTA

will determine whether to issue a Finding of No Significant Impact. If a Finding of No Significant Impact is issued, CTA with guidance from the Chicago Department of Transportation, may begin the concept engineering process on Ashland Avenue, which would include additional public outreach.

Resulting Product: The resulting products are the Alternatives Analysis resulting in a Locally Preferred Alternative, concept engineering, and an Environmental Assessment of the project. The Environmental Assessment, which includes the Alternatives Analysis screening reports as appendices, contains costs of construction, operations and maintenance, and expected transportation and community benefits.

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

Budget and Source of Funds:

Alternatives Analysis			
Federal		Local/State	Total
5339 Alternatives Analysis	\$1,600,000	\$0	\$1,600,000
5339 Alternatives Analysis	\$1,875,000	\$0	\$1,875,000

CMAQ	\$323,183	\$0	\$323,183
Total			\$3,798,183

Name of Project: Chicago Lakefront Corridor 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	\$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 Fall 2016.

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

Early Planning for Major Capital Project			
	Federal	Local/State	Total
5310	\$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; IDOT 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:

Agencies: Joliet Arsenal Development Authority

Name of Project: Southwest Will County Transportation Management Association Start-up and Background Research Study

Description of Planning Work: This project has been examining how the Joliet Arsenal Development Authority and other regional stakeholders may collectively establish a Transportation Management Association in southwest Will County. This project will include development of a five-year business plan and a first-year work program as well as a travel demand and needs study.

Resulting Products: Final Report integrating the aforementioned research

Performing the work: Reuttiger, Tonelli & Associates

Time frame for completing the work: June 2016

The Cost of the Work: \$200,000

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

Agencies: Kane Kendall Council of Mayors/Kane County Division of Transportation/Forest Preserve District of Kane County

Name of Project: Fox River Trail Signage Program Update

Description of Planning Work: The original Fox River Trail Signage Program was adopted by the Kane Kendall Council of Mayor, the Kane County Division of Transportation, and the Forest Preserve District of Kane County in July 2003. The plan outlines the signage scheme for the Fox River Trail and includes maps and charts detailing the location and type of sign for every

existing and planned sign. Since the plan was adopted in 2003, trails have become an even more integral part of the Fox River Valley and the communities have asked for an update to the Fox River Trail Signage Program. The public has been requesting more wayfinding signs, signs have been damaged or disappeared, and the trail has been rerouted in sections making the mile markers inaccurate. The update to the plan includes a sign inventory, community outreach, and updated recommendations.

Resulting Products: Update to the original Fox River Trail Wayfinding Program

Performing the work: Patrick Knapp – Kane County Bicycle and Pedestrian Coordinator

Time frame for completing the work: Summer 2014 – Summer 2015

The Cost of the Work: In House

Source(s) of funds: In House

Agency: Pace

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 (Planning) Grant

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: RTA

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 Studies (Planning) 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: 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: North Avenue Corridor Transportation Plan

Description of Planning Work: The main goal is to develop a transportation and economic development plan for the North Avenue (IL-64) 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.

Resulting Products: Transportation Improvement Plan

Performing the work: Pace Suburban Bus with consultant assistance

Timeframe for completing the work: 12 months

The cost of the work: \$200,000

Source(s) of funds: RTA Funds

Name of Project: North Shore Service Coordination Study

Description of Planning Work: The objective of this plan is to review and coordinate CTA and Pace services in the North Shore area, specifically where service areas overlap. These include, but are not limited to, operations in Evanston, Skokie, Chicago, and other adjacent North Shore communities. The goal is to improve service coordination, optimize routes and schedules, and to ensure efficient utilization of scarce transit resources.

Resulting Products: Market analysis, service analysis, service alternative options, and a Preferred Alternative Report and Financial Plan.

Performing the work: Pace Suburban Bus with consultant assistance

Timeframe for completing the work: 24 months

The cost of the work: \$200,000 UWP, \$200,000 IDOT

Source(s) of funds: UWP and IDOT Technical Studies (Planning) Funds

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: Southeast Cook Service Analysis

Description of Planning Work: This study shall improve Pace's service coordination throughout southeastern and southern Cook County. This study seeks to improve mobility for low-income, transit dependent people, seniors, and people with disabilities as well as increase public transit's role in community development and land use.

Resulting Products: Service Analysis Plan

Performing the work: Pace Suburban Bus with Consultant assistance

Timeframe for completing the work: 12-18 Months

The cost of the work: IDOT \$300,000

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

Agency: RTA

Name of Project: Chicagoland Visitors Travel Survey

Description of Planning Work: This project has examined the trip habits, attitudes, and needs of people visiting Northeastern Illinois. It has sought to determine how the RTA and their service boards could better allocate resources and tailor strategies to increase visitor ridership.

Resulting Products: A Final Report describing the survey and its results with recommendations for better allocating resources and tailoring strategies to increase visitor ridership

Performing the work: Resource Systems Group, Inc.

Time frame for completing the work: September 2015

The Cost of the Work: \$250,000

Source(s) of funds: IDOT Technical Studies (Planning) Grant \$200,000; Local Match \$50,000

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 sixteen (16) Community Planning projects were approved by the RTA Board in December 2014 for inclusion in the 2015 program, seven (7) of which are not utilizing UWP planning funding:

1. Libertyville Transit-Oriented Development Plan
2. Mount Prospect Rand Road Corridor Plan
3. Skokie Developer Discussion Panel
4. River Grove Developer Discussion Panel
5. Aurora Pedestrian Access to Transit Improvement Plans
6. Aurora Station Boulevard Trolley Access Improvements
7. West Chicago 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, or RTA staff, 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, 2016.

The Cost of the Work: \$240,000.

Source(s) of funds: RTA \$195,000; Local Match \$45,000

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 2015.

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

Agency: West Central Municipal Conference & DuPage Mayors and Managers Conference

Name of Project: Cook DuPage Smart Corridors Plan and Design

Description of Planning Work: The Cook DuPage Corridor Committees will work with the consultant to assess and analyze the existing conditions of the pilot corridors, obtain stakeholder feedback, perform a technology scan, develop concept design and plan documents, develop a maintenance and operations plan and develop an evaluation tool.

Resulting Products: The goal of this project is to create plans and designs that improve the function and efficiency of the 4 pilot corridors and to create an evaluation tool to understand what applications work best to improve traffic flow for all modes of traffic on different types of roadways.

Performing the work: Cambridge Systematics and Jacobs Engineering.

Time frame for completing the work: 1 year, completion in January of 2016

The Cost of the Work: \$278,319 total, \$222,655 federal, \$55,664 local

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

APPENDIX H

UWP DEVELOPMENT PROCESS

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

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

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

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selection. 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 FY16 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 \$15,521,725 in federal funding under the FY 16 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, RTA, and Kane County.

Section 2: Competitive

With \$15,521,725 approved in the Core, \$1,236,000 in federal funding remained in the competitive round. The participating agencies (CMAP, CTA, RTA, the City of Chicago, Pace and Metra) submitted 15 projects totaling \$4,394,480. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 15 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 8 to 18. The three projects ranked with a score of 18 were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY16 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY16 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2016 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 about \$17 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 2016 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>.



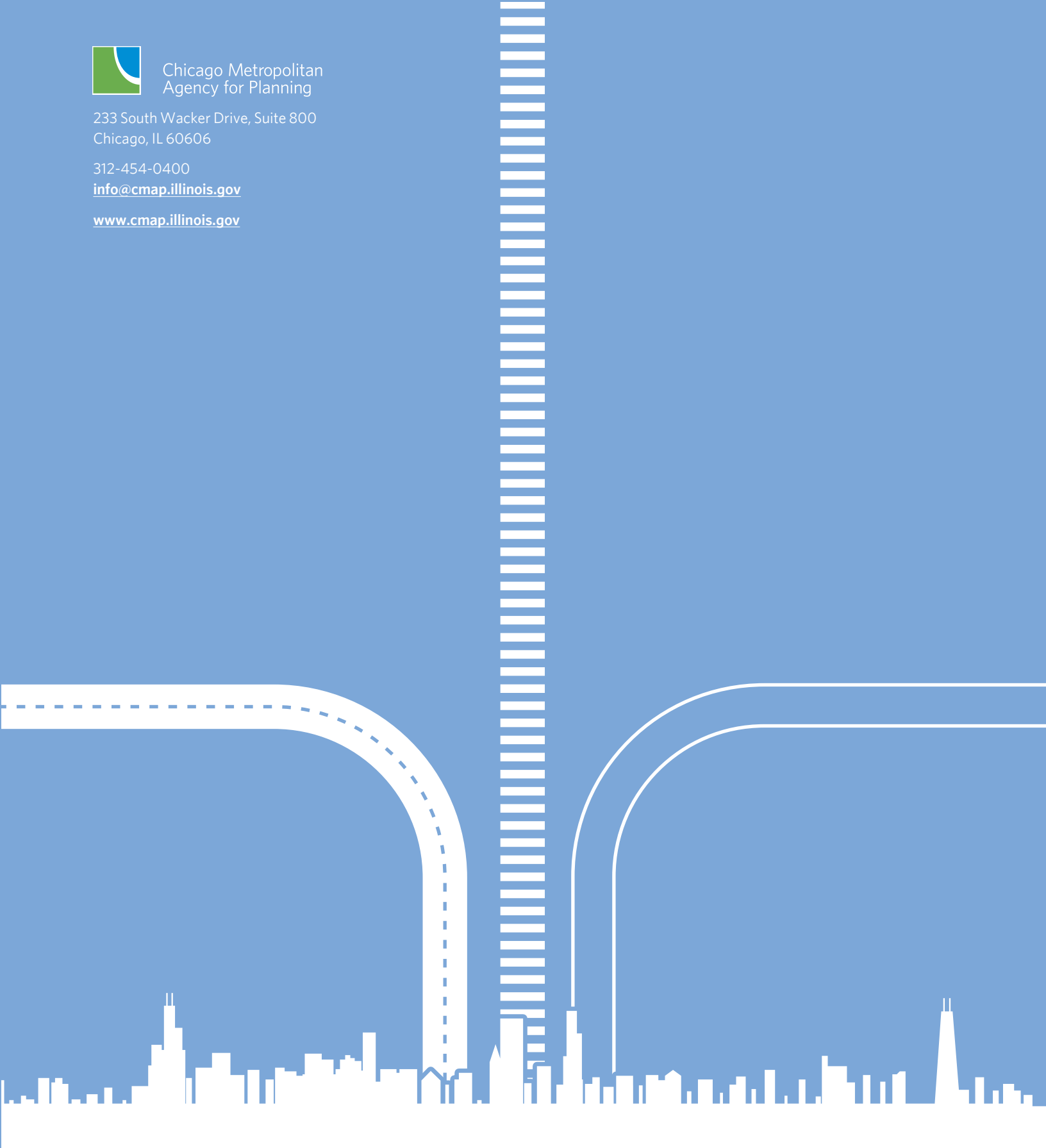
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The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 plan is helping the seven counties and 284 communities of northeastern Illinois to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

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

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