

# UNIFIED WORK PROGRAM FOR TRANSPORTATION

Northeastern Illinois  
Fiscal Year 2019



CMAP



# UWP for Transportation Unified Work Program

Northeastern Illinois  
Fiscal Year 2019



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

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

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# Section I: Executive Summary

## Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2018 to June 30, 2019) and the competitive funds (3-C Competitive Grant) be expended over a five-year period (July 1, 2018 to June 30, 2023). The revenues identified from the FY 2019 UWP funds were approved by the UWP Committee, Transportation Committee, Programming Committee, MPO Policy Committee and CMAP Board.

In June 2018, staff presented to the Board a balanced budget that reflected the use of federal transportation funds, a state local match, local dues and other grants as revenue sources to cover FY 2019 budgeted expenditures. CMAP FY 2019 budget has been approved by its Board. The approved FY 2019 Unified Work Program budget totaled \$22,434,053. This included \$17,947,247 in FHWA and FTA regional planning funds and \$4,486,806 in state and local match funds. This year's federal competitive funds of approximately \$1,200,000 were awarded to CMAP/RTA, CDOT, CTA and Metra. The State of Illinois has passed a budget for fiscal year 2019. Therefore, CMAP has included in its FY 2019 budget its expected State match of \$3,362,462.

The Unified Work Program Committee consists of eight voting members who represent the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the Illinois Environmental Protection Agency (IEPA), FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 2019 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2018 through June 30, 2019. The UWP Committee developed the FY 2019 program based on the FY 2018 UWP federal funding earmark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2019 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, Programming Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

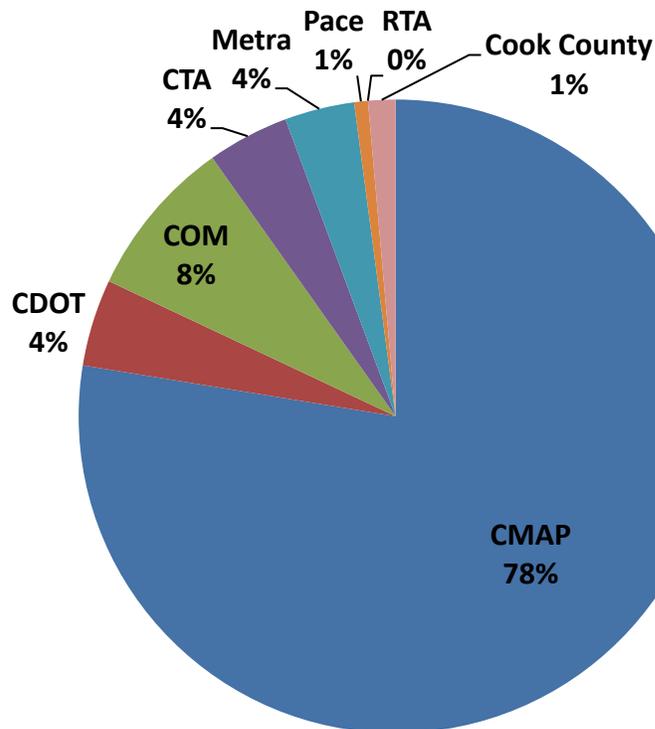
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies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

FY 2019 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Cook County for core transportation planning activities and CMAP/RTA, CDOT, CTA and Metra will be awarded funds under the competitive program. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST Act).

## Funding by Agency

Figure 1 shows the share of FY 2019 UWP funds programmed to each agency.

**FIGURE 1: Share of FY 2019 UWP Funds by Agency**



CMAP is receiving 78% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan ON TO 2050, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 4%, 4%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 4% of the funds for transportation planning and programming activities. Following discussions during UWP development, RTA will not be receiving funds in this fiscal year. RTA elected to allocate its FY 2019 funding to CTA and Metra competitive projects that were selected by the UWP Committee.

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

process and monitors other transportation projects from various funding sources. Cook County is funded with 1% of funds for their Transit Study.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,106,345	12,343,530	3,362,462	16,812,337
CMAP	LTA / Community Planning Program (RTA)	472,246		118,062	590,308
<b>CMAP Total</b>		<b>1,578,591</b>	<b>12,343,530</b>	<b>3,480,524</b>	<b>17,402,645</b>
CTA	Program Development	420,000		105,000	525,000
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	326,800		81,700	408,500
<b>CTA Total</b>		<b>746,800</b>	<b>-</b>	<b>186,700</b>	<b>933,500</b>
City of Chicago	Transportation and Programming	693,000		173,250	866,250
City of Chicago	Vision Zero South Side	104,000		26,000	130,000
<b>City of Chicago Total</b>		<b>797,000</b>	<b>-</b>	<b>199,250</b>	<b>996,250</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,467,326	366,832	1,834,158
<b>Council of Mayors Total</b>		<b>-</b>	<b>1,467,326</b>	<b>366,832</b>	<b>1,834,158</b>
Cook County	Transit Study	250,000		62,500	312,500
<b>County Total</b>		<b>250,000</b>	<b>-</b>	<b>62,500</b>	<b>312,500</b>
Metra	Program Development	336,000		84,000	420,000
Metra	Origin-Destination Survey	302,000		75,500	377,500
<b>Metra Total</b>		<b>638,000</b>	<b>-</b>	<b>159,500</b>	<b>797,500</b>
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	66,000		16,500	82,500
<b>Pace Total</b>		<b>126,000</b>	<b>-</b>	<b>31,500</b>	<b>157,500</b>
RTA	2018 Regional Transit Strategic Plan Support	-		-	-
<b>RTA Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>FY 19 UWP Total</b>		<b>4,136,391</b>	<b>13,810,856</b>	<b>4,486,806</b>	<b>22,434,053</b>

## Funding by Program Category

The FY 2019 UWP is divided into six major program categories that define the scope of work that will be performed during the fiscal year. The program categories are briefly described below. Figure 2 shows the allocation of total FY 2019 UWP funds by category, and Table 2 shows how each project is allocated by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the scope of work to be accomplished with these funds.

### 1. **Regional Transportation Planning**

This program category comprises the research, analysis, and regional coordination required to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. Activities in this category will include the implementation of ON TO 2050, the next comprehensive regional plan. Development of the next regional plan is scheduled for adoption by the MPO Policy Committee and CMAP Board in October 2018. The budget for this program category totals \$3,353,554 or 15% of the total UWP.

### 2. **Transportation Improvement Program**

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with the regional comprehensive plan, functional plans, and federal rules. The budget for this program category totals \$3,715,438 or 17% of the total UWP.

### 3. **Public Involvement and Information**

The projects in this program category develop and implement mechanisms for obtaining input from partners, stakeholders and communities in the development of UWP funded plans and programs; inform the public about transportation planning activities in the region; and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan, ON TO 2050, fall within this category. The budget for this category totals \$4,570,917 or 20% 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 \$3,866,838 or 17% of the total UWP.

### 5. **Special Studies**

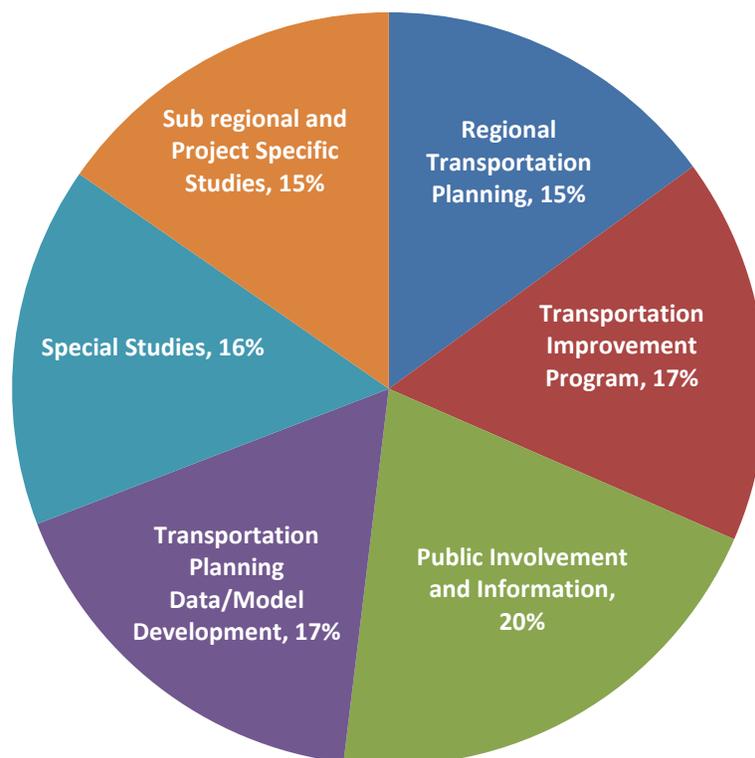
This category comprises projects focused on operational, demand and information technology strategies to improve the efficiency and effectiveness of the transportation system for all users. The congestion management process falls under this category, as do other projects including technical studies and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

region's air quality, providing for regional participation and contribution to statewide air quality planning activities. Other activities in this category include ensuring that environmental and federal compliance are properly addressed in the region's transportation plan. The budget for this category totals \$3,486,221 or 16% 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 \$3,441,086 or 15% of the total UWP.

**FIGURE 2: Share of FY 2019 Funds by Category**



**TABLE 2: Summary of UWP Projects by Program Category**

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Sub regional and Project Specific Studies
CMAP	MPO Activities	16,812,337	2,858,097	1,681,234	3,362,467	3,866,838	3,026,221	2,017,480
CMAP	LTA / Community Planning Program	590,308			147,577			442,731
CTA	Program Development	525,000		315,000	210,000			
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	408,500						408,500
City of Chicago	Transportation and Programming	866,250	86,625	433,125	86,625			259,875
City of Chicago	Vision Zero South Side	130,000			130,000			
Council of Mayors	Sub regional Transportation Planning, Programming and Management	1,834,158	366,832	917,079	550,247			
Metra	Program Development	420,000	42,000	294,000	84,000			
Metra	Origin-Destination Survey	377,500					377,500	
Pace	Rideshare Services Program	82,500					82,500	
Pace	TIP Development and Modeling	75,000		75,000				
RTA	2018 Regional Transit Strategic Plan Support	0						
Cook County	Transit Study	312,500						312,500
<b>Total</b>		<b>22,434,053</b>	<b>3,353,554</b>	<b>3,715,438</b>	<b>4,570,917</b>	<b>3,866,838</b>	<b>3,486,221</b>	<b>3,441,086</b>
<b>Percentage of Total</b>			<b>15%</b>	<b>17%</b>	<b>20%</b>	<b>17%</b>	<b>16%</b>	<b>15%</b>



## Brief Synopses of FY 2019 Recommended UWP Projects

### MPO Activities

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

**\$16,812,337**

### Local Technical Assistance (LTA) / Community Planning Program

**\$590,308**

**Purpose:** This project will provide consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use, housing, economic development, governance, and environment. These grants will be available for planning activities that will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately a number of local plans and several smaller-scale follow-up activities.

### Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:  
\$17,402,645**

### Program Development

**\$525,000**

**Purpose:** This project supports 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.

### Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program

**\$408,500**

**Purpose:** This project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9<sup>th</sup> 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA's Capital

Investment Grant Program. This project will identify the next phases of RPM that will build upon the success of RPM Phase One.

<b>Chicago Transit Authority (CTA)</b>	<b>Agency Total: \$933,500</b>
<p><b>Transportation and Programming</b></p> <p><b>Purpose:</b> 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 CDOT in the regional planning process.</p>	<b>\$866,250</b>
<p><b>Vision Zero South Side</b></p> <p><b>Purpose:</b> Vision Zero is Chicago's initiative to eliminate fatalities and serious injuries from traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor's Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan expected in the coming months. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.</p>	<b>\$130,000</b>
<b>City of Chicago</b>	<b>Agency Total: \$996,250</b>
<p><b>Sub regional Transportation Planning, Programming and Management</b></p> <p><b>Purpose:</b> To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>	<b>\$1,834,158</b>
<b>Council of Mayors</b>	<b>Agency Total: \$1,834,158</b>
<p><b>Program Development</b></p> <p><b>Purpose:</b> 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 FY 2019 Unified Work Program for Northeastern Illinois</p>	<b>\$420,000</b>
<p>State Fiscal Year July 1, 2018-June 30, 2019</p>	

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 governmental entities.

**Origin-Destination Survey** **\$377,500**

**Purpose:** This program will update several key existing (2016, 2014, 2006, 2002) data sets including: Metra riders’ modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line; locations of Metra riders’ homes (“productions”) and non-home destinations (“attractions”); Metra riders’ trip purposes; and usage of different ticket types (for FTA Title VI reporting). Work will be done concurrently with Metra’s “Station/Train Boarding and Alighting Count” data-collection project.

<b>Metra</b>	<b>Agency Total: \$797,500</b>
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**Rideshare Services Program** **\$82,500**

**Purpose:** Pace RideShare provides free commuter assistance which includes transportation coordination and analysis to encourage using a combination of options such as public transportation/ridesharing/biking and other mobility options (car/bike sharing, etc.), open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line. This fiscal year, the program includes funding for program enhancements resulting from launching an improved ridematching software and a mobile application.

**TIP Development and Modeling** **\$75,000**

**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.

<b>Pace</b>	<b>Agency Total: \$157,500</b>
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**Cook County Transit Study** **\$312,500**

**Purpose:** Cook County is ideally positioned to benefit from changes to the transit system given that it encompasses the entire CTA system (both train stations and bus routes), two-thirds of all Metra stations and more than three-quarters of Pace routes. Within the region, Cook County accounts for more than half the residents and jobs and 77 percent of all revenues collected to support public transportation. Moreover, its built environment is the most transit supportive of any within the Chicago metropolitan region. As noted in its long range transportation plan, Cook County competes with other US and

international urban areas for businesses, people, capital and talent. To successfully compete, the County must ensure that its transit system offers residents and businesses realistic, high-quality choices.

The goal of this study is to improve the quality and frequency of transit service and increase ridership by identifying how existing resources can be better used; developing new capacity; making modifications to the existing public transit system; ensuring better integration between transit providers and various modes of transportation; evaluating the relative impact of planned improvements to the system; assessing fare structures; and supporting new development on vacant or underutilized land with high levels of transit availability.

<b>County Projects (Cook County)</b>	<b>Agency Total: \$312,500</b>
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## Section II: Major Scheduled Projects

The projects included in the FY 2019 UWP will result in the development of a large number of products. This section provides a detailed list of products that highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during FY 2019. 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 2019.

Product	Product Type	Completion Date
Chicago Metropolitan Agency for Planning (CMAP)		
<b>Core MPO Activities</b>		
<b>Local Planning Support</b>		
Preparation of reports on research and development of new approaches	Outside distribution	Ongoing
Initiation, completion, and implementation of LTA projects (approximately 25 projects per year, funded through UWP and other sources), including partner involvement	Plan/Program	Ongoing
Capacity building assistance	Plan/Program	Ongoing
<b>Policy Development and Analysis</b>		
Policy development and analysis of transportation, land use, tax policy, development, demographics, regional economy, and implementation of other ON TO 2050 priorities	Outside distribution	Ongoing
Federal and State Legislative Agendas	Outside distribution	January 2019
Staffing of CMAP Committee structure	In-House	Ongoing
Develop regional direction for freight investments and related transportation and land use policies.	Outside distribution	Ongoing
Issue briefs and reports related to transportation finance and tax policy	Outside distribution	Ongoing
Development of CMAP policy updates	Outside distribution	Ongoing
Compilation and monitoring of select regional transportation indicators	Outside distribution	Ongoing
Continued monitoring of regional economic indicators	Outside distribution	Ongoing
Industry Cluster Drill Downs - metropolitan Chicago's traded industry clusters	Outside distribution	December 2018 and September 2019
Economic analysis of human capital trends brief	Outside distribution	June 2019

Product	Product Type	Completion Date
Transportation Impacts of Retail Agglomerations, Transportation Impacts of Industrial Clusters	Outside Distribution	September 2020
Continued regional coordination on transportation and innovation performance metrics	Outside distribution	Ongoing
<b>Comprehensive Regional Plan Process</b>		
Outreach to local officials, transportation implementers, and other stakeholders	Outside distribution	Ongoing
Revise draft plan per public comment and produce a final ON TO 2050 plan and website for approval in October 2018	Outside distribution	October 2018
Continue alignment of agency committees and work, per 2050 recommendations	Outside distribution	January 2019, Ongoing
<b>Communications and Outreach</b>		
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events/Training: Externally focused workshops and forums to build support and awareness of ON TO 2050	Plan/Program	Ongoing
Video: Develop to educate stakeholders and general public about ON TO 2050	Outside distribution	Ongoing
Web Maintenance and Development: Content tightly related to GO TO 2040 and ON TO 2050 priorities	Outside distribution	Ongoing
Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
<b>Regional Information and Data Development</b>		
Data-Sharing Hub	Outside distribution	Ongoing
External Data requests	Outside distribution	Ongoing
Digital Aerial Image Archive	Outside distribution	Ongoing
Land Use Inventory	In-house + outside distribution	Ongoing
Northeast Illinois Development Database	In-House	Ongoing
Small-Area Employment Estimates	In-House	Ongoing
Bicycle Count Survey Inventory	In-house + outside distribution	Ongoing
Traffic Signal Inventory	In-house + outside distribution	Ongoing

Product	Product Type	Completion Date
Conformity Analysis	Plan/Program	Biannually
Summer Data Collection Program	In-House	Ongoing
Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
Regional Household Travel Survey Pilot Study	In-House	June 2019
<b>Transportation Improvement Program</b>		
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
eTIP Database	Outside distribution	Ongoing
Active program management reports	Outside distribution	Ongoing
Obligation report	Outside distribution	August 2018
TIP Map	Outside distribution	Ongoing
TIP Training	Outside distribution	Ongoing
Conformity Analysis and Documentation	Outside distribution	Biannually
Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
Analysis of regulatory changes	In-House	Ongoing
TIP Programmer Resources	Outside distribution	Ongoing
TIP Brochures	Outside distribution	Ongoing
Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
Analysis of CMAQ cost revisions	Outside distribution	Ongoing
Update policies, agreements and procedures in response to FAST Act and associated regulations	Limited distribution	October 2018
Council of Mayors & Planning Liaison program support	Outside distribution	Ongoing
<b>Performance Based Programming</b>		
Federal Transportation Performance Measure Update	In-House	Ongoing
Regional Expressway Atlas and Quarterly Congestion Report	Outside distribution	Ongoing
Develop methods and data for evaluating programming decisions	In-House	Ongoing
Maintain Signal and other databases	In-House	Ongoing
Set federal performance measure targets and document	Plan/Program	Ongoing
RTOC/ATTF support	In-House	Ongoing
Provide data support for freight planning	In-House	Ongoing

Product	Product Type	Completion Date
Regional ITS Plan and Architecture	In-House	Ongoing
FY 20-24 CMAQ, TAP, and STP Shared Fund Programs	Plan/Program	October 2019
Pavement data collection	Plan/program	June 2019
<b>Information Technology Management</b>		
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
<b>Local Technical Assistance (LTA) and Community Planning Programs</b>		
Selection of new projects to receive grant funding	Outside distribution	First quarter of 2019
Initiation of local projects	Plan / program	Ongoing
Completion of local projects	Plan / program	Ongoing
Process evaluation and preparation for FY20 applications	In-house	Summer 2019
<b>Chicago Transit Authority (CTA)</b>		
<b>Program Development</b>		
Annual Reports	In-house	June 2018
TIP Updates	In-house	06/11/18
TIP Updates	In-house	08/03/18
TIP Updates	In-house	09/07/18
Capital Amendments CTA/RTA Boards	In-house	2018/2019
TIP Updates	In-house	Oct. 2018
TIP Updates	In-house	Nov. 2018
TIP Updates	In-house	Jan. 2019
TIP Updates	In-house	March 2019
TIP Updates	In-house	May 2019
CMAQ Annual Reports	In-house	June 2019

<b>City of Chicago (CDOT)</b>		
<b>Transportation Planning and Programming</b>		
Interaction with elected officials	Outside distribution	6/30/19
Interaction with the public	Outside distribution	6/30/19
Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	6/30/19
Capital Improvement Program	Plan/Program	6/30/19
Fiscally constrained TIP (CDOT portion) including but not limited to Surface Transportation Program, Congestion Mitigation & Air Quality Program and other fund sources as required.	Plan/Program	6/30/19
<b>Council of Mayors</b>		
<b>Sub-regional Transportation Planning, Programming and Management</b>		
Surface Transportation Program		Ongoing
Congestion Mitigation and Air Quality		Ongoing
Other Federal Funding Programs		Ongoing
Other State Funding Programs		Ongoing
Newsletters/Annual Reports		Ongoing
Quarterly Reports		Ongoing
Other Plans/Programs, as needed		Ongoing
Overall Program Management		Ongoing
Coordination with CMAP, IDOT, and other agencies		Ongoing
<b>Metra</b>		
<b>Program Development</b>		
RTA Business Plan	Preliminary Capital Program	9/30/18
Preliminary Capital Program and Budget	Plan/Program	10/15/18
Public Involvement/Comment	Outside Distribution	10/15/18
Final Capital Program and Budget	Outside Distribution	11/15/18
TIP Submittal	Outside Distribution	11/15/18
<b>Pace</b>		
<b>Rideshare Service Program</b>		

Branding graphics and copy for software and mobile app	Marketing	Summer 2018
Digital advertising	Marketing	Fall 2018 and Spring 2019
Incentives	Marketing	Winter 2018
Rideshare open seat flyers and social media posts	Plan/Program	Quarterly
<b>TIP Development and Monitoring</b>		
Pace TIP element	In-House	On-going
Pace fiscal year 2018-2022 Capital Program	In-House	December 2018
Monitor TIP Program/Projects	In-House	On-going
<b>Counties (Cook County)</b>		
<b>Transit Study</b>		
Existing conditions analysis	Outside distribution	August 2019
Future conditions analysis	Outside distribution	December 2019
Comparative cost benefit analysis of planned improvements	Outside distribution	January 2020
Identification of best practices	Outside distribution	March 2020
Draft plan development	Plan/Program	June 2020
Public meetings and outreach	Outside distribution	Ongoing throughout
Final plan development	Plan/Program	October 2020
Plan distribution	Outside distribution	December 2020

## Section III: Detailed Work Program by Recipient Agency

### Chicago Metropolitan Agency for Planning (CMAP)

<b>Project Title</b>	Core MPO Activities
<b>Sponsoring Agency</b>	Chicago Metropolitan Agency for Planning (CMAP)
<b>FHWA/FTA Amount Requested</b>	\$13,449,875
<b>Local Match Amount</b>	\$3,362,462
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$16,812,337

Description and Justification
<p><b>Brief Description</b></p> <p>CMAP is responsible for the implementation of the region's long range plan GO TO 2040 and the development of the next long range plan, ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
<p>Major Tasks (up to 20)</p> <p><u>Local Planning</u></p> <ol style="list-style-type: none"> <li>1. Direct technical assistance to communities through the LTA program through staff-led and management of consultant-led projects</li> <li>2. Activities associated with implementation of local plans, as well as local implementation of ON TO 2050</li> <li>3. Capacity building activities with local governments, including Planning Commissioner trainings</li> <li>4. Research and development of new approaches to be applied in local plans</li> <li>5. Involvement of partner organizations in LTA projects</li> <li>6. Assessment and summary of the 2018 municipal survey</li> </ol> <p><u>Policy Development and Analysis</u></p> <ol style="list-style-type: none"> <li>1. Federal Legislation, Regulation, and Policy – monitoring and policy analysis</li> <li>2. Regionally Significant Projects Technical Assistance</li> <li>3. Reasonably Expected Revenues implementation</li> <li>4. Freight Policy - implementation of Regional Strategic Freight Direction and related policy analysis</li> <li>5. Private Sector Mobility Providers Task Force - analysis, communications, and outreach</li> </ol>

## Description and Justification

6. Analysis of new and emerging trends in Transportation Technology
7. Transportation and Regional Economy data – update and refinement of new indicators and policy analysis
8. Traded Industry Cluster Drill Downs Research and Analysis
9. Economic analysis of human capital trends
10. Disinvestment Policy Analysis
11. Inclusive Growth Indicators and Updates
12. Analysis of State and Local Tax Policy
13. Analysis of Regional Housing and Land Use trends
14. Analysis of Major Development Types and Local Transportation Costs
15. Continuing Research and Analysis for CMAP's Policy Updates
16. State Legislation, Regulation, and Policy – monitoring and policy analysis
17. Convening CMAP policy, advisory, and working committees

### Comprehensive Regional Plan Development

1. Outreach activities to involve stakeholder groups and the general public in plan development
2. Development and approval of the final ON TO 2050 Plan
3. Internal follow-up on committees, projects, and implementation

### Communications and Outreach

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

### Research and Analysis

1. Regional Inventories
2. Long Range Plan Data & Tool Development
3. Data Library Management
4. External Data Requests
5. Advanced Urban Model Development
6. Travel and Emissions Modeling
7. Transportation Data Analysis
8. GO TO 2040 and ON TO 2050 Indicator Tracking
9. Update of Household Travel and Activity Survey

### Transportation Improvement Program

1. Update and maintain the TIP, including processing amendments
2. Manage integrated transportation planning, programming and tracking database
3. Manage CMAQ and TAP obligation and project completion
4. Ensure compliance with federal and state regulatory, statutory, and certification requirements
5. Coordinate IEPA activities with regional requirements

## Description and Justification

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

### Performance Based Programming

1. CMAQ, TAP, and STP Shared Fund Program Development
2. Development of performance targets required by MAP-21, including analysis tool development
3. Follow-up on safety white paper recommendations, including local safety recommendations
4. Evaluation of capacity needs on rail system
5. Collection of pavement data and local pavement management pilot program
6. Ongoing Performance Monitoring
7. Intelligent Transportation System Planning
8. Follow-up on freight bottleneck and grade crossing needs identification, including alternatives development
9. Equity Analysis of Transportation Fares, Fees, and Enforcement

### Information Technology Management

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

**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, and ON TO 2050 plan scheduled for adoption in October 2018 are 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

Description and Justification
used for regional analysis. CMAP promotes online data sharing among MPO partners. Data sharing tools closes a gap in providing transparent decision making tools.
<p><b>Core Justification</b> <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 Projects and ON TO 2050 Regionally Significant Projects; 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><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>The proposed activities reflect implementation action areas adopted in the region's long range plans GO TO 2040 and ON TO 2050 and core activities of the MPO and are a continuation of the responsibilities of the MPO.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></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><b>What is the source of funds for the local match portion of this project?</b></p> <p>Illinois Department of Transportation.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
<b><u>Local Planning Support</u></b>		
Preparation of reports on research and development of new approaches	Outside distribution	Ongoing
Initiation, completion, and implementation of LTA projects (approximately 25 projects per year, funded through UWP and other sources), including partner involvement	Plan/Program	Ongoing
Capacity building assistance	Plan/Program	Ongoing
<b><u>Policy Development and Analysis</u></b>		
Policy development and analysis of transportation, land use, tax policy, development, demographics, regional economy, and implementation of other ON TO 2050 priorities	Outside distribution	Ongoing
Federal and State Legislative Agendas	Outside distribution	January 2019

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
Staffing of CMAP Committee structure	In-House	Ongoing
Develop regional direction for freight investments and related transportation and land use policies.	Outside distribution	Ongoing
Issue briefs and reports related to transportation finance and tax policy	Outside distribution	Ongoing
Development of CMAP policy updates	Outside distribution	Ongoing
Compilation and monitoring of select regional transportation indicators	Outside distribution	Ongoing
Continued monitoring of regional economic indicators	Outside distribution	Ongoing
Industry Cluster Drill Downs - metropolitan Chicago's traded industry clusters	Outside distribution	December 2018 and September 2019
Economic analysis of human capital trends brief	Outside distribution	June 2019
Transportation Impacts of Retail Agglomerations, Transportation Impacts of Industrial Clusters	Outside Distribution	September 2020
Continued regional coordination on transportation and innovation performance metrics	Outside distribution	Ongoing
<b><u>Comprehensive Regional Plan Process</u></b>		
Outreach to local officials, transportation implementers, and other stakeholders	Outside distribution	Ongoing
Revise draft plan per public comment and produce a final ON TO 2050 plan and website for approval in October 2018	Outside distribution	October 2018
Continue alignment of agency committees and work, per 2050 recommendations	Outside distribution	January 2019, Ongoing
<b><u>Communications and Outreach</u></b>		
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events/Training: Externally focused workshops and forums to build support and awareness of ON TO 2050	Plan/Program	Ongoing
Video: Develop to educate stakeholders and general public about ON TO 2050	Outside distribution	Ongoing
Web Maintenance and Development: Content tightly related to GO TO 2040 and ON TO 2050 priorities	Outside distribution	Ongoing

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
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
<b><u>Regional Information and Data Development</u></b>		
Data-Sharing Hub	Outside distribution	Ongoing
External Data requests	Outside distribution	Ongoing
Digital Aerial Image Archive	Outside distribution	Ongoing
Land Use Inventory	In-house + outside distribution	Ongoing
Northeast Illinois Development Database	In-House	Ongoing
Small-Area Employment Estimates	In-House	Ongoing
Bicycle Count Survey Inventory	In-house + outside distribution	Ongoing
Traffic Signal Inventory	In-house + outside distribution	Ongoing
Summer Data Collection Program	In-House	Ongoing
Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
Regional household travel survey pilot study	In-House	June 2019
<b><u>Transportation Improvement Program</u></b>		
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
eTIP Database	Outside distribution	Ongoing
Active program management reports	Outside distribution	Ongoing
Obligation report	Outside distribution	August 2018
TIP Map	Outside distribution	Ongoing
TIP Training	Outside distribution	Ongoing
Conformity Analysis and Documentation	Outside distribution	Biannually
Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
Analysis of regulatory changes	In-House	Ongoing
TIP Programmer Resources	Outside distribution	Ongoing

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
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
Update policies, agreements and procedures in response to FAST Act and associated regulations	Limited distribution	October 2018
Council of Mayors & Planning Liaison program support	Outside distribution	Ongoing
<b><u>Performance Based Planning</u></b>		
Federal Transportation Performance Measure Update	In-House	Ongoing
Regional Expressway Atlas and Quarterly Congestion Report	Outside distribution	Ongoing
Develop methods and data for evaluating programming decisions	In-House	Ongoing
Maintain Signal and other databases	In-House	Ongoing
Congestion Management Process	Plan/Program	Ongoing
Set federal performance measure targets and document	Plan/Program	Ongoing
RTOC/ATTF support	In-House	Ongoing
Provide data support for freight planning	In-House	Ongoing
Regional ITS Plan and Architecture	In-House	Ongoing
FY 20-24 CMAQ, TAP, and STP Shared Fund Programs	Plan/Program	June 2019
<b><u>Information Technology Management</u></b>		
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

Products and Completion Schedule		
Product	Product Type	Completion Date
Support of web-based Regional Data Archive	Outside distribution	Ongoing

Expense Breakdown	
Staff (including overhead) cost	\$12,491,055
Total Person Months	1072
Consultant Cost	\$1,725,832
Other Costs	\$2,595,450
Total Project Cost	\$16,812,337
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 2019 UWP

Program	Staff (Plus Indirect Costs)	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,991,050	289	\$96,000	\$456,300	\$3,543,350
Policy Analysis and Development	\$2,270,200	175	0	\$378,835	\$2,649,035
Performance-Based Programming	\$1,395,900	109	\$150,000	\$262,675	\$1,808,575
TIP	\$961,425	88	\$109,992	\$150,404	\$1,221,821
Plan Development	\$504,100	42	\$30,000	\$176,220	\$710,320
Research and Analysis	\$2,231,000	187	\$225,000	\$433,905	\$2,889,905
Communication	\$1,123,120	98	\$520,000	\$43,170	\$1,686,290
Information Technology Management	\$1,014,260	84	\$594,840	\$693,941	\$2,303,041
<b>TOTAL</b>	<b>\$12,491,055</b>	<b>1072</b>	<b>\$1,725,832</b>	<b>\$2,595,450</b>	<b>\$16,812,337</b>

## CONTRACT DETAIL

<b>Program</b>	<b>Purpose</b>	<b>Amount</b>
<b><u>Local Planning</u></b>		
Visualization Support for LTA projects	Renderings, illustrations, and visualizations to be used for several ongoing or upcoming LTA projects	\$33,000
MetroQuest (or other vendor)	Public engagement tool for the LTA program	\$55,000
Plan Commission Training	Training local officials	\$8,000
<b><u>Communications and Outreach</u></b>		
Web Development and Maintenance	Support for enhancing and maintaining the CMAP website	\$220,000
Web Hosting and Support	Hosting and technical services for the CMAP web server	\$30,000
Design Integration	Support for instilling design to maximize impact and usability of CMAP print and web materials	\$200,000
Photo-Videography	Support to create photo and video assets for use in developing the ON TO 2050 Plan and other related materials	\$20,000
Kiosk Support Services	Provide logistics and support services for Alternative Futures kiosks	\$20,000
Public Engagement Tools	Contract for Turning Point and other public engagement tool used for regional engagement efforts	\$10,000
Translation Services	Support to translate ON TO 2050 materials in multiple languages	\$20,000
<b><u>TIP</u></b>		
TIP Database Maintenance	Maintenance of new TIP database	\$109,992
<b><u>Research and Analysis</u></b>		
Land Use Development Model	Development of a land use model capable of generating localized estimates of forecast population and employment distributions based on various factors (software under other costs)	\$225,000
<b><u>Performance Based Programming</u></b>		
Regional ITS Architecture Update	Support to update the existing architecture to include development of more concepts of operations, incorporation of ON TO 2050, and regional communication system standards	\$75,000

<b>Program</b>	<b>Purpose</b>	<b>Amount</b>
Freight Bottle-neck Elimination Conceptual Engineering	Contract with engineering firm to explore existing grade-crossings and truck bottleneck locations to determine roadway deficiencies, solutions to eliminate delays, and how to incorporate in CMAP's programming activities	\$25,000
Regional Transportation Data Archive	Support and develop additional functionality for the data archive which collects roadway sensor data	\$50,000

### UNIQUE OTHER EXPENSES

<b>Program</b>	<b>Purpose</b>	<b>Amount</b>
<b><u>Research and Analysis</u></b>		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$325,430
<b><u>Information Technology</u></b>		
Software Maintenance/licenses	Annual fees	\$306,040
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$563,000
Office Equipment Maintenance	Service charges associated with the repair and maintenance of office equipment used by CMAP	\$148,404
Co-Location Hosting Services	Cost related to maintaining remote location for data for the purpose of business continuity, storage capacity and cybersecurity protection.	\$34,756

<b>Project Title</b>	Local Technical Assistance (LTA) and Community Planning Programs
<b>Sponsoring Agency</b>	CMAP, with suballocation to RTA depending on projects
<b>FHWA/FTA Amount Requested</b>	\$472,246
<b>Local Match Amount</b>	\$118,062
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$590,308

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>This project will provide consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use, housing, economic development, governance, and environment. These grants will be available for planning activities that will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support a number of local plans and several smaller-scale follow-up activities.</p>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. Both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. CMAP and RTA may jointly host an open house event to help prospective applicants understand eligible project types, showcase previously accepted projects, and propose new project ideas. UWP funding would be used for those projects requiring consultant assistance. Project applications will be due in late October or early November 2018.</li> <li>2. Review and evaluate projects. CMAP and the RTA will review the applications received and divide them between the agencies based on their appropriateness (i.e. the RTA will receive applications with a heavy transit focus). The transit service boards, Counties, and Councils of Government/Councils of Mayors will be asked to participate in the review process. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following the approval of the selection (Step 3, below), CMAP will then subgrant funds to the RTA to cover the projects that they will administer.</li> <li>3. Select new projects. For projects administered by CMAP, approval from both the Board and the MPO Policy Committee will be sought in the first quarter of 2019, with a recommendation from the Transportation Committee and Programming Committee prior to approval. Projects administered by the RTA will be presented to the RTA Board in September.</li> <li>4. Initiate new projects. Successful communities will work with CMAP/RTA to select qualified consultants.</li> <li>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 and ON TO 2050 by translating the principles of the regional plan into local planning practice.</li> </ol>

<b>Description and Justification</b>
<p>6. Evaluate program success and make adjustments. Each year, CMAP and RTA consider and make modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program.</p>
<p><b>Competitive Justification</b> <i>(please identify the regional focus area associated with this project)</i></p> <p>Local Technical Assistance.</p>
<p><b>Competitive Justification</b> <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 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 and ON TO 2050, this work has been identified by the UWP Committee as a high near-term priority.</p>
<p><b>Competitive Justification</b> <i>(will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain )</i></p> <p>Yes. This project directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. The coordination of CMAP and RTA grant programs is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.</p>
<p><b>Competitive Justification</b> <i>(which particular GO TO 2040 recommendation will this project contribute to or implement?)</i></p> <p>This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space, but projects that focus on these topics supplement UWP funding with other sources.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>Yes. CMAP and the RTA have submitted joint applications similar to this one annually since FY14.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>The products will benefit local governments (municipalities, COGs, and counties) as well as transportation agencies whose investments are affected by local land use decisions.</p>
<p><b>What is the source of fund for the local match portion of this project?</b></p> <p>The funds that are subgranted to the RTA will be supplemented by RTA funds and a local contribution provided by the local project sponsors. The funds that are programmed by CMAP will be matched by the Illinois Department of Transportation, local contribution provided by the local project sponsors, and other sources.</p>

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
Selection of new projects to receive grant funding	Outside distribution	First quarter of 2019
Initiation of local projects	Plan / program	Ongoing
Completion of local projects	Plan / program	Ongoing
Process evaluation and preparation for FY 20 applications	In-house	Summer 2019

<b>Expense Breakdown</b>	
<b>Staff (including overhead) cost</b>	\$
<b>Total Person Months</b>	
<b>Consultant Cost</b>	\$590,308
<b>Other Costs</b>	\$
<b>Total Project Cost</b>	\$590,308
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to be initiated in the second half of 2019 and will be completed in 2020-21.	
<b>Please specify the purpose of other costs</b>	
N/A	



## City of Chicago, Department of Transportation (CDOT)

<b>Project Title</b>	Chicago Transportation Planning and Programming
<b>Sponsoring Agency</b>	Chicago Department of Transportation (CDOT)
<b>FHWA/FTA Amount Requested</b>	\$693,000
<b>Local Match Amount</b>	\$173,250
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$866,250

<b>Description and Justification</b>
<p><b>Brief Description</b></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 CDOT in the regional planning process.</p>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Surface Transportation Program Development and monitoring</li> <li>2. General Liaison</li> <li>3. Technical Assistance and Studies</li> <li>4. TIP Development and Monitoring</li> <li>5. Participation in CMAP committees including the CMAP Board, MPO Policy Committee, Transportation Committee, CMAQ Project Selection Committee, UWP Committee, etc.</li> <li>6. Work with CMAP and other agencies on the development and implementation of performance measurements as per Federal requirements.</li> <li>7. NOTE: Additional detail is provided in the accompanying addendum</li> </ol>
<p><b>Core Justification</b> (<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"> <li>1. Plan Development: Fully participate in the development of the region's long-range, comprehensive plan, ON TO 2050</li> <li>2. TIP: Develop, maintain and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.</li> <li>3. Plan Implementation: Contribute to the implementation of goals and objectives of the region's long-range, comprehensive plan, GO TO 2040, by developing and representing the City of Chicago's transportation plans, projects and programs within the regional process.</li> <li>4. UWP: Advance the goals and focus areas of the UWP through the participation of the City of Chicago.</li> </ol>

Description and Justification
<p>5. Public Involvement Plan: Assure public involvement at the project level.</p> <p>6. Federal Requirements: Federal law requires the participation of the City of Chicago in the MPO planning process.</p>
<p><b>Core Justification</b> <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>This proposal addresses all of the regional priorities as it allows CDOT to fully participate in the regional planning effort and to plan for future transportation needs in a coordinated and comprehensive fashion.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>It is a continuation of previous work as it funds the on-going participation of the City of Chicago in the regional planning process.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>Residents, businesses and visitors of the City of Chicago, the northeastern Illinois region, the State of Illinois and the nation.</p>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>City of Chicago</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	June 30, 2019
Interaction with the public	Outside distribution	June 30, 2019
Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	June 30, 2019
Capital Improvement Program	Plan/Program	June 30, 2019
Fiscally constrained TIP (CDOT portion) including but not limited to Surface Transportation Program, Congestion Mitigation & Air Quality Program and other fund sources as required.	Plan/Program	June 30, 2019

Expense Breakdown	
<b>Staff (including overhead) cost</b>	\$866,250
<b>Total Person Months</b>	87
<b>Consultant Cost</b>	\$0

Expense Breakdown	
Other Costs	\$0
Total Project Cost	\$866,250
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
<p>In FY 14 the UWP Committee decided to no longer fund consultant costs for core activities reducing CDOT's award by \$500,000. To enable CDOT to still meet Federal requirements, it was agreed that CDOT would be able to hire 3 new employees and charge their full cost (salary, fringe, and indirect costs) to this grant. CDOT was awarded \$300,000 to do so. The actual cost at that time for the 3 new hires was \$367,869. For FY 18 that cost has increased to \$413,548, an increase of \$113,548 as compared to the amount originally awarded. The breakdown of expenses for the 3 agreed upon hires is:</p>	
-Total Salary Cost	\$233,894.08
-Total Fringe Cost	\$122,864.56
-Total Indirect Cost	\$ 56,789.48

**ADDENDUM TO THE CITY OF CHICAGO'S  
APPLICATION FOR FY 2019 UWP CORE FUNDING**

**PROPOSED FY 2019 SCOPE OF SERVICES**

**1. Surface Transportation Capital Improvement Program Assistance**

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

**2. STP Program Development**

- a. Working within parameters established by Federal, State and regional regulations, guidance, agreements and best practices, develop a project selection process for the development of the City's Surface Transportation Program that adheres to STP agreement as adopted by the City of Chicago and the Suburban Council of Mayors.
- b. Working within parameters established by Federal, State and regional regulations, guidance, agreements and best practices, work in a cooperative effort with the Suburban Council of Mayors, the Chicago Metropolitan Agency for Planning and other members of CMAP's STP-Project Selection Committee to develop a project selection process for the Regional Shared Surface Transportation Competitive Program that adheres to STP agreement as adopted by the City of Chicago and the Suburban Council of Mayors.
- c. 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.

- d. Coordinate with appropriate City personnel and outside agencies to secure and obtain federal funding.
- e. Coordinate with appropriate City personnel and other agencies as needed to adhere to the established TIP schedule.
- f. 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.
- g. Select regionally significant project as per our negotiated STP split agreement with the Council of Mayors and present such project to the Council.
- h. Work with CMAP, Council of Mayors, FHWA and others to develop and implement an improved performance based programming of STP funds as required by Federal law/rules.

### **3. General Liaison**

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

### **4. Technical Assistance and Studies**

- a. Working with the CMAP Project Selection Committee, determine the data needed to develop and utilize a project selection process that adheres to the City-Suburban STP agreement and assist in the collection and analysis of that data.
- b. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and develop alternatives, schedules, budgets, etc.
- c. Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
- d. Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
- e. 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.
- f. Consult with project implementors during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
- g. Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
- h. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- i. Review transportation-related legislation, regulations, policies and subregional/local plans
- j. Respond to written and oral requests and inquiries.
- k. 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.

<b>Project Title</b>	Vision Zero South Side
<b>Sponsoring Agency</b>	Chicago Department of Transportation (CDOT)
<b>FHWA/FTA Amount Requested</b>	\$104,000
<b>Local Match Amount</b>	\$26,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$130,000

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>Vision Zero is Chicago’s <b>initiative</b> to eliminate fatalities and serious injuries from traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor’s Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan expected in the coming months. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.</p> <p>Through data analysis for the plan, City staff identified communities with above average rates of severe crashes (crashes causing death or serious, incapacitating injury). While these High Crash Areas comprise just 20% of Chicago’s geographic area and 25% of Chicago’s population, a disproportionate 36% of severe injury crashes occur within their boundaries. More aggressive severe crash reduction goals are set for these High Crash Areas, where City investment will hold a greater impact.</p> <p>Equity is a major component of Vision Zero Chicago. The Economic Hardship Index is an index score developed by the Chicago Department of Public Health that compares six data points to determine the level of economic hardship community members face compared with other Chicagoans. These include crowded housing, poverty rates, unemployment, education, dependency, and per-capita income. Chicagoans living in areas of high economic hardship have a traffic crash fatality rate (deaths per 100,000 residents) twice as high as those living in areas of low economic hardship, and seven of the eight High Crash Areas are also areas of high economic hardship.</p> <p>Traditional models and proven countermeasures for traffic enforcement and public communication typically do focus on using data, but the role of community input and accountability are largely unaddressed. An innovative, public-facing process would improve several of these countermeasures, including public information support, high visibility enforcement, unstaffed speed displays, and laser speed measuring equipment.</p> <p>Vision Zero Chicago provides the opportunity to work with multiple City departments and the public to construct a model for successful, equitable community engagement that builds upon these countermeasures.</p>

Description and Justification
<p>This outreach process will engage community leaders, Aldermen, faith leaders, business owners, schools, parks, District police, and residents in community-driven outreach and engagement. Community meetings, brainstorming sessions, safety-themed events, and other opportunities will educate and empower residents to improve the safety of their neighborhood. Frequent community feedback opportunities will allow residents to ask questions, share ideas, and direct programming.</p>
<p>By engaging the community to drive strategies for reducing barriers to safe mobility, this process supports:</p>
<ul style="list-style-type: none"> <li>- A stronger, safer, more active South Side</li> <li>- More robust partnerships between community organizations and City agencies</li> <li>- An engaged community that is committed to its safety, mobility, and livability</li> <li>- Increased understanding, collaboration, and trust between the community and City agencies</li> <li>- Improved health equity and reduced barriers to mobility</li> <li>- Reduced serious injury and fatal crashes</li> </ul>
<p>The Vision Zero South Side program will operate to:</p>
<ul style="list-style-type: none"> <li>- Build community members' ownership of and influence on traffic safety</li> <li>- Coordinate open dialog and community-focused problem solving</li> <li>- Encourage and facilitate the participation of all community members</li> <li>- Inspire community action through public outreach and encouragement</li> <li>- Provide educational resources and tools tailored to the South Side community, including both online and physical resources</li> <li>- Host accessible, informative, and enjoyable outreach and encouragement events and attend events within the community</li> <li>- Ensure that all hosted events include child and youth-focused activities</li> <li>- Unite disconnected agencies and organizations to increase understanding and awareness and to influence positive behavioral change</li> <li>- Improve the relationship between community members and City agencies</li> </ul>
<p><b>Major Tasks (up to 20)</b></p>
<ol style="list-style-type: none"> <li>1. Conduct preliminary data analysis using existing resources, such as but not limited to crash data, speed data, traffic volume counts, and automated enforcement data.</li> <li>2. Work with an established community organization in the area to engage with community stakeholders and better understand their priorities for traffic safety and mobility.</li> <li>3. Develop and release a Vision Zero action agenda for the South Side through an iterative process that involves community stakeholders, the City, and the public.</li> </ol>
<p><b>Competitive Justification</b> <i>(please identify the regional focus area associated with this project)</i></p>
<p>Planning work associated with this study aligns with the <i>Regional Mobility</i> focus area of the GO TO 2040 Plan, as it helps reach the regional vision of a future multimodal transportation system that is "safe, accessible, easy to navigate, affordable, and coordinated with nearby land use."</p>
<p><b>Competitive Justification</b> <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p>

Description and Justification
The study aligns with the following regional priority described in the GO TO 2040 Plan: <i>Local Technical Assistance and the Formation of Collaborative Planning Efforts</i> .
<p><b>Competitive Justification</b> (<i>will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain</i>)</p> <p>The GO TO 2040 Plan states: “Providing more transportation choices to our residents is a vital component of livability. Many parts of our region are accessible only by car, but livable communities should allow walking, biking, and using public transportation.” It also says that, “Livable communities provide safe, reliable, and economical transportation choices ... Livable communities make the region more economically competitive by improving access to jobs, schools, markets, health care, and recreation within communities, or by improving transportation access to these assets across communities.” Through engagement with high crash community areas in the Chicago South Side on potential solutions to making intersections and corridors safer, it is possible to achieve a vision of safe, affordable, and varying transportation options.</p>
<p><b>Competitive Justification</b> (<i>which particular GO TO 2040 recommendation will this project contribute to or implement?</i>)</p> <p>Planning work associated with this study will contribute to the implementation of two GO TO 2040 recommendations: 10. Invest Strategically in Transportation; and 11. Increase Commitment to Public Transit.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>Yes. It will advance the City’s Complete Streets Guidelines and Vision Zero Action Plan. This project will also take lessons from the Vision Zero West Side community outreach process.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>The primary beneficiaries of the project will be the existing and prospective users of the City’s transportation system. Also, along with CDOT staff, the community engagement plan/process and the action agenda will inform future decision-making other City departments and sister agencies, as well as community organizations that serve the high crash community areas in the Chicago South Side.</p>
<p><b>What is the source of fund for the local match portion of this project?</b></p> <p>City of Chicago</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Memo – Analysis of High Crash Community Areas in the Chicago South Side	Outside distribution	2018
Vision Zero South Side Community Engagement Plan	Outside distribution	2018
Community engagement process	Meetings and meeting materials	2018-2019

Products and Completion Schedule		
Product	Product Type	Completion Date
Vision Zero South Side Action Agenda	Outside distribution	2019

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$130,000
Other Costs	\$
Total Project Cost	\$130,000
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
The consultant will be responsible for performing the activities described in the tasks set out above, with CDOT staff supervision and occasional working group meetings involving outside jurisdictions/agencies.	
<b>Please specify the purpose of other costs</b>	
N/A	

## Council of Mayors

<b>Project Title</b>	Subregional Transportation Planning, Programming, and Management
<b>Sponsoring Agency</b>	Council of Mayors
<b>FHWA/FTA Amount Requested</b>	\$1,467,326
<b>Local Match Amount</b>	\$366,832
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$1,834,158

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

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

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

Expense Breakdown	
<b>Staff (including overhead) cost</b> NOTE: Details of overhead cost must be provided	\$1,834,158
<b>Total Person Months</b>	192
<b>Consultant Cost</b>	
<b>Other Costs</b>	
<b>Total Project Cost</b>	\$1,834,158
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
N/A	

Expense Breakdown
Please specify the purpose of other costs
N/A

## **SCOPE OF SERVICE/RESPONSIBILITIES**

### **FY 2019 PLANNING LIAISON (PL) SCOPE OF SERVICES**

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2019 UWP.

#### **Communication & Public Involvement**

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will attend CMAP Transportation Committee, MPO Policy Committee, CMAP Board, and other relevant meetings and provide information about CMAP transportation policies, programs and initiatives to local officials and stakeholders, will provide feedback regarding those issues to the CMAP staff, committees and Board and will ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities.

The PL program will be the primary public contact for local government projects in the eTIP database. As such, the PLs are expected to keep abreast of project status and issues, and maintain close contact with local project officials and project teams by facilitating the scheduling of project phase kick-off meetings with IDOT and project sponsors, attending those meetings, FHWA/IDOT project coordination meetings, and other project-related meetings and events.

The PL program will actively work to assist CMAP staff with the implementation of GO TO 2040 as well as the development and implementation of the ON TO 2050 regional comprehensive plan through participation in the CMAP committee structure and facilitation of meetings, events, and distribution of information throughout the subregional areas.

The PL program will be responsible for conveying information about council transportation activities via either a council website or the CMAP website. At a minimum, an up-to-date meeting calendar, meeting agendas and attachments, minutes of past meetings, and information regarding the council's STP program development and current status should be available.

#### **General Liaison**

The PL program will provide staff assistance as part of the GO TO 2040 and ON TO 2050 comprehensive regional planning effort. This includes being involved in the CMAP committee structure and providing technical and other support to help achieve CMAP objectives. The PL staff will participate in and provide input on local planning initiatives as well as regional and subregional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and GO TO 2040/ON TO 2050. The PL staff will represent the interests of the subregional councils when attending and participating in advisory groups, committees, and public meetings for regional or subregional planning efforts, and regionally significant projects.

The PL program will support the development and implementation of CMAP's Local Technical Assistance (LTA) program, the RTA's Community Planning program, *Invest in Cook*, and similar programs by providing program and funding opportunity information to local agencies, facilitating outreach efforts, assisting CMAP, the RTA, or other program sponsors with the assessment of applications, and facilitating communication with project sponsors during the implementation of projects.

### **Program Development – Surface Transportation Program**

The PL program will support the region's transition to new programming and management methods for the local Surface Transportation Program (STP) while managing the implementation of existing programs developed in prior years. PL staff shall actively participate in the development of an Active Program Management (APM) system for the shared fund and local programs, the development of a shared fund project selection methodology, data collection for determination of funding distribution, and other related topics by attending STP project selection committee meetings, participating in PL and other meetings, facilitating presentations at subregional council meetings or events, and soliciting local government feedback and communicating that feedback to CMAP and the STP project selection committee, throughout the transition process. The PL program will, with support from CMAP staff and the STP project selection committee, begin making modifications to local council STP methodologies to incorporate the APM system and regional priorities.

During the transition period, PL staff shall closely monitor the implementation progress of STP-funded projects, and shall provide status updates to IDOT and CMAP on a schedule aligned with TIP change deadlines or when requested by CMAP staff.

### **Program Monitoring and Active Program Management**

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects from the project scoping phase through project completion and close out. This will include providing regular project status reports and attending coordination meetings with CMAP and IDOT staff for all locally sponsored projects, at least semi-annually, and more often when requested. The PL program will be responsible for Active Program Management for locally sponsored projects funded with federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), STP-Bridge, Highway Safety Improvement Program (HSIP), and other federal and state resources awarded to local governments through regional, statewide, or national selection processes.

The PL program is responsible for initiating and updating local projects within the eTIP database accurately and on time, including mapping projects and attaching related documents. Active Program Management of these projects also includes reviewing and submitting to IDOT all project forms completed by local agencies and their representatives. This includes, but is not limited to, Project Program Information (PPI) forms and draft local agency funding and engineering agreements. This requires that planning liaisons produce and submit to CMAP all appropriate TIP changes for locally-sponsored projects in a timely manner to ensure timely processing by IDOT and timely federal authorization, and assisting CMAP, IDOT, and FHWA with ensuring timely invoicing and project close out for locally sponsored projects.

The PL program will assist local governments with accessing state and federal funds by communicating funding opportunity information and assisting local agencies with the completion of applications. For calls for projects issued through the eTIP database, the PL staff shall review and release to CMAP all complete funding applications. The PL program shall communicate project selection results and assist local governments with project initiation, including meeting GATA requirements.

### **Technical Assistance**

The PL program shall maintain a high level of expertise on transportation planning topics by attending and actively participating in local, regional, state, and national training, meetings, and conferences. The training shall include, but not be limited to, CMAP eTIP training, CMAQ, TAP, and other funding program information and training sessions, IDOT program administration training, IDOT and state of Illinois GATA training, the annual IDOT Fall Planning Conference, the annual John Noel Public Transit Conference, IML meetings and conferences, FHWA and FTA training offered through NTI, and meetings and conferences by professional organizations such as APA, ITE, ASCE, AASHTO, NARC, and others. PL staff shall encourage appropriate local government participation in the same, and shall communicate procedural changes, new or updated regulations, and other appropriate information from these sessions to local government and transportation partners.

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

## Chicago Transit Authority (CTA)

<b>Project Title</b>	Program Development
<b>Sponsoring Agency</b>	Chicago Transit Authority (CTA)
<b>FHWA/FTA Amount Requested</b>	\$420,000
<b>Local Match Amount</b>	\$105,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$525,000

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the 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>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Annual Reports</li> <li>2. TIP Updates (several per year)</li> <li>3. Capital Amendments CTA/RTA Boards (on a quarterly basis)</li> <li>4. FY 2019 - 2023 CIP -CTA Board</li> <li>5. FY 2019 - 2023 CIP -RTA Board</li> <li>6. CMAQ Annual Report</li> <li>7. FY 2019-2023 Capital Project Solicitation process which serves two essential functions: to identify CTA's capital needs and form specific projects to be considered in the proposed five-year capital plan. Development of project forms and surveys that address project scope/justification, project evaluation based on specific attributes, and a State of Good Repair Analysis.</li> <li>8. Prioritize capital projects for inclusion in CTA's capital program and the constrained TIP.</li> <li>9. Identify and analyze potential capital projects for funding eligibility.</li> <li>10. Develop CTA's capital program scenarios for inclusion in the five-year regional TIP.</li> <li>11. Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</li> <li>12. Partner in the CTA Transit Asset Management working group to develop procedures and metrics to meet FTA reporting requirements for October 2018.</li> </ol>
<p><b>Core Justification</b> <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Yes, support for this project allows the CTA to continue processes to meet its core MPO responsibilities. The development of a capital program of projects for inclusion in the TIP enables CTA to continue with ongoing projects and also to implement new projects that will modernize existing infrastructure, including</p>

Description and Justification
but not limited to: dedicated bus routes, rail line modernization, track and structural renewal; replacement of rail/bus rolling stock; renewal or improvement of CTA facilities, implementing customer based information systems; continuing planning for major capital modernization projects on the Blue and Red Lines, and planning for the extension of the south segment of the Red Line.
<p><b>Core Justification</b> (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>This project furthers several regional priorities, specifically <i>Modernization of the Public Transit System</i> and <i>Financial Planning</i>. It supports capital investments directed toward safety, State of Good Repair (SOGR), reliability, controlling operational costs, regional mobility, and livable communities. Grant implementation and programming of major capital projects such as RPM and the Red Line South Extension will allow for work to progress on these fiscally-constrained projects that will provide transformational benefits to the region.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>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.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>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.</p>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>Chicago Transit Authority (CTA) Operating Funds.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Reports	In-house	June 2018
TIP Updates	In-house	June 11, 2018
TIP Updates	In-house	August 3, 2018
TIP Updates	In-house	September 7, 2018
Capital Amendments CTA/RTA Boards	In-house	2018/2019
TIP Updates	In-house	October 2018
TIP Updates	In-house	November 2018
TIP Updates	In-house	January 2019

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
TIP Updates	In-house	March 2019
TIP Updates	In-house	May 2019
CMAQ Annual Reports	In-house	June 2019

<b>Expense Breakdown</b>	
<b>Staff (including overhead) cost</b> <b>NOTE: Details of Overhead cost must be provided</b>	\$525,000
<b>Total Person Months</b>	51
<b>Consultant Cost</b>	\$0
<b>Other Costs</b>	\$0
<b>Total Project Cost</b>	\$525,000
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
N/A	
<b>Please specify the purpose of other costs</b>	
N/A	



<b>Project Title</b>	Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program
<b>Sponsoring Agency</b>	Chicago Transit Authority (CTA)
<b>FHWA/FTA Amount Requested</b>	\$326,800
<b>Local Match Amount</b>	\$81,700
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$408,500

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9<sup>th</sup> 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA's Capital Investment Grant Program. This project to identify the next phases of RPM will build upon the success of RPM Phase One.</p> <p>The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's efforts to enhance the entire Red Line and is identified as GO TO 2040 fiscally-constrained project. This UWP project is necessary to determine elements of the next phases of RPM, including RPM Phase Two. It will include the capacity analysis, conceptual engineering, and early environmental review that are required to identify the next phases of RPM, stakeholder/outreach activities, and materials necessary to request entry for RPM Phase Two into the Project Development phase of the FTA's Capital Investment Grant Program as a Core Capacity project. The project is ready to begin and scalable.</p> <p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Consultant contract proposal, negotiation and approval.</li> <li>2. Project management for a study that would consider costs, benefits, funding strategies and preliminary planning to group RPM corridor elements into project phases.</li> <li>3. Review of all previous analysis and outreach conducted as part of the RPM corridor vision development and the identification of RPM Phase One.</li> <li>4. Creation of RPM future phase alternatives by section within the RPM corridor. For each potential RPM phase, alternatives will be developed to allow a tangible review and prioritization of package options.</li> <li>5. Analysis of cumulative capacity, speed, accessibility, and other benefits (agency cost savings, operating improvements, reliability improvements, etc.) of potential RPM future phases, in order to recommend preferred alternatives. Will incorporate work done under the systemwide capacity analysis.</li> </ol>

Description and Justification
<ol style="list-style-type: none"> <li>6. Stakeholder and/or public outreach to inform the scope of the next phases of RPM.</li> <li>7. Development of financial planning concepts that include multiple funding strategies, including various Federal FTA/FHWA sources, state and local sources, as well as all value capture opportunities.</li> <li>8. Development of RPM Phase Two materials necessary to request entry into the Project Development phase of the FTA's Capital Investment Grant Program as a Core Capacity project. Prioritize capital projects for inclusion in CTA's capital program and the constrained TIP.</li> </ol>
<p><b>Competitive Justification</b> (<i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i>)</p> <p>The regional focus area is the Planning Work Toward GO TO 2040 Implementation.</p>
<p><b>Competitive Justification</b> (<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 furthers several regional priorities. GO TO 2040 identified the Red and Purple Modernization Program as a fiscally constrained capital project for the region. The proposed tasks would advance this high priority project by developing the next phases of the RPM Program. This project aligns with the approved priorities for FY 2019, specifically <i>Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, including Supportive Land Use</i>, as it will advance a recommended transit project through a discretionary funding program. In addition, the project will plan for capacity enhancements in a rapidly expanding corridor and support <i>Modernization of the Public Transit System</i> with improvements, including station ADA accessibility, to rapid transit lines that are significantly past their useful life. It reflects a <i>Collaborative Planning Effort</i> across multiple jurisdictions, including the CTA and the cities of Evanston and Chicago. Finally, the evaluation of funding strategies for RPM will address <i>Financial Planning Including Innovative Financing Strategies</i>.</p>
<p><b>Competitive Justification</b> (<i>will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.</i>)</p> <p>This project will evaluate RPM alternatives by phase for their respective transportation and community benefits as well as environmental, social, and economic impacts of the construction activities and operation of potential phase components. The study area encompasses significant residential and commercial developments on the North Side of Chicago and the near northern suburbs. The project will continue to support infill development and economic redevelopment in an urban area with good access to transit. It will also facilitate intensifying land uses along the North Red and Purple lines. Currently, the CTA Red Line provides approximately 236,000 transit trips per average weekday (Howard - 95th Street) connecting residents to employment and education centers in the region. The project supports increasing transit ridership goals both in terms of enabling expanded capacity and increasing service quality through time savings and the improved customer comfort from a smoother ride.</p>
<p><b>Competitive Justification</b> (<i>which particular GO TO 2040 recommendation will this project contribute to or implement?</i>)</p> <p>CTA North Red and Purple Line Improvements.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p>

Description and Justification
<p>Yes, CTA has conducted public outreach for the RPM Program since 2009, including the North Red and Purple Lines Vision Study, early environmental scoping, a series of open houses on full corridor alternatives, a robust outreach program for NEPA analysis and Project Development deliverables for RPM Phase One. This proposed UWP project is a continuation of previous work on the RPM program, including UWP-funded planning efforts in 2012 and 2013. This project will benefit from the previous work on RPM Phase One, which will inform this analysis of the next phases of RPM. The work efforts described in this application are scalable based upon the funding received.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>This project will facilitate improvements to a key transit corridor that will enhance travel options and bring congestion relief and economic benefits to the city and region. The Red and Purple lines provide access to Chicago’s Central Business District, the North Side of Chicago, and near northern suburbs. These lines support connections throughout the entire CTA system, linking transit with neighborhoods, commercial corridors, employment centers, schools/universities, and countless other destinations in the corridor and beyond. Current and future CTA Red and Purple line customers – including residents, workers, and visitors – will benefit from the additional services made possible through the capacity expansion that is anticipated through the next phases of RPM and the improved accessibility and comfort afforded by station improvements included as part of RPM.</p>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>City of Evanston TIF funds and prior federal grant funds.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Task 1: Contract proposal, negotiation and approval	In-House	Oct 2018-Feb 2019
Task 2: Project management	In-House	Feb 2019-May 2020
Task 3: Review of previous materials	In-House/Outside Distribution	Feb-Apr 2019
Task 4: Initial program analysis and phasing alternatives	Outside Distribution	May-Aug 2019
Task 5: Recommendation of preferred phasing packages	Outside Distribution	Sept-Dec 2019
Task 6: Stakeholder/public outreach	Outside Distribution	Jan-Feb 2020
Task 7: Financial planning for proposed project phasing	Outside Distribution	Mar-May 2020
Task 8: RPM Phase Two Project Development materials	Outside Distribution	Mar-May 2020

<b>Expense Breakdown</b>	
<b>Staff (including overhead) cost</b> <b>NOTE: Details of Overhead cost must be provided</b>	\$44,935
<b>Total Person Months</b>	18
<b>Consultant Cost</b>	\$363,565
<b>Other Costs</b>	n/a
<b>Total Project Cost</b>	\$408,500
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
Consultant expertise is required to support this planning effort; expenditures are anticipated to occur throughout the full duration of this study.	
<b>Please specify the purpose of other costs</b>	
N/A	

# Cook County

<b>Project Title</b>	Cook County Transit Study
<b>Sponsoring Agency</b>	Cook County
<b>FHWA/FTA Amount Requested</b>	\$250,000
<b>Local Match Amount</b>	\$62,500
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$312,500

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>Cook County is ideally positioned to benefit from changes to the transit system given that it encompasses the entire CTA system (both train stations and bus routes), two-thirds of all Metra stations and more than three-quarters of Pace routes. Within the region, Cook County accounts for more than half the residents and jobs and 77 percent of all revenues collected to support public transportation. Moreover, its built environment is the most transit supportive of any within the Chicago metropolitan region. As noted in its long range transportation plan, Cook County competes with other US and international urban areas for businesses, people, capital and talent. To successfully compete, the County must ensure that its transit system offers residents and businesses realistic, high-quality choices.</p> <p>The goal of this study is to improve the quality and frequency of transit service and increase ridership by identifying how existing resources can be better used, developing new capacity, making modifications to the existing public transit system, ensuring better integration between transit providers and various modes of transportation, evaluating the relative impact of planned improvements to the system, assessing fare structures, and supporting new development on vacant or underutilized land with high levels of transit availability.</p> <p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Analyze existing transit service and profile how transit providers are meeting the need for transit.</li> <li>2. Analyze changes in ridership over past 15 years.</li> <li>3. Analyze current travel patterns and changes to the pattern over the past 15 years.</li> <li>4. Explore underlying population and employment trends which may help to explain travel patterns.</li> <li>5. Identify those trips for which the current transit system provides poor or unreliable service, particularly where the trip may require use of multiple transit service providers.</li> <li>6. Conduct an analysis of existing fare structures across providers.</li> <li>7. Identify expected changes to travel demand given forecasted demographic and development trends.</li> <li>8. Identify priorities for the redevelopment of properties near train stations following the approaches developed for station area typologies established in the 2009 Transit Friendly</li> </ol>

Description and Justification
<p>Development Guide for CTA rail stations system wide and the 2014 Metra Typology study for Chicago Metra stations.</p> <ol style="list-style-type: none"> <li>9. Analyze the utility of planned long range transit improvements based on a comparative cost benefit analysis.</li> <li>10. Identify best practices employed by other extensive transit regions.</li> <li>11. Develop a framework for Cook County's transit priorities based on the analysis.</li> <li>12. Finalize Transit Plan.</li> <li>13. Adoption of Transit Plan by Cook County Board.</li> <li>14. Distribute and post final document.</li> <li>15. Ensure public participation and partner engagement at strategic points throughout the planning process.</li> </ol>
<p><b>Core Justification</b> (<i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i>)</p> <p>CMAP (along with the RTA and Metra) recognizes that the current model for transit funding is not sustainable and getting the existing system in good repair is a priority. This project will assist CMAP in taking a comprehensive look at the fare structure and other funding sources for transit operations taking into account the need to serve transit dependent populations as well as making transit more attractive to choice riders. This study will examine the potential impacts of enhancements to NICTD's rail network, Pace's arterial and shoulder-riding express buses, and private transportation network companies in addressing the transit needs of local residents and how these services might reduce, enhance, or modify other proposed enhancements or expansions of the transit system. This project ties into the GO TO 2040 priorities of Investing Strategically in Transportation and Increasing Commitment to Public Transit. CMAP's stated goal in 2014 was to double transit ridership by 2040. This goal will not be achieved given if the slow rate of growth over the past three years continues.</p>
<p><b>Core Justification</b> (<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 Transit Study aligns with several priorities identified for the FY 2019 UWP Call for Projects, including the Modernization of the Public Transit System, Improving Decision-Making Models and Evaluation Criteria for Project Selection, Planning Work Toward Implementation of GO TO 2040 Major Capital Projects (Including Supportive Land Use) and providing Local Technical Assistance and the Formation of Collaborative Planning Efforts.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>This planning initiative is a direct outgrowth of <i>Connecting Cook County</i>, Cook County's long range transportation plan. It will build on the South Cook Mobility Study which the County will be leading in 2018.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>This project is intended to improve transit reliability, value and convenience for all riders riding within (or through) Cook County with a focus on providing better access to jobs for transit dependent populations and making transit more attractive to riders with other alternatives.</p>

Description and Justification
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>The local match for this plan will come from Cook County's Motor Fuel Tax Revenues.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Existing conditions analysis	Outside distribution	August 2019
Future conditions analysis	Outside distribution	December 2019
Comparative cost benefit analysis of planned improvements	Outside distribution	January 2020
Identification of best practices	Outside distribution	March 2020
Draft plan development	Plan/Program	June 2020
Public meetings and outreach	Outside distribution	Ongoing throughout
Final plan development	Plan/Program	October 2020
Plan distribution	Outside distribution	December 2020

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	24
Consultant Cost	\$290,625
Other Costs	\$21,875
<b>Total Project Cost</b>	<b>\$312,500</b>
<p><b>Please specify the purpose of consultant costs and time line for expenditure</b></p> <p>Consultant will assist in analysis of existing conditions, surveying best practices, forecasting the impacts of fare structure on ridership, developing station area typologies and developing models to assess impact of long range transit improvements.</p>	
<p><b>Please specify the purpose of other costs</b></p> <p>This includes costs for public meetings and the printing of interim and final documents and other materials.</p>	



# Metra

<b>Project Title</b>	Program Development
<b>Sponsoring Agency</b>	Metra
<b>FHWA/FTA Amount Requested</b>	\$336,000
<b>Local Match Amount</b>	\$84,000
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$420,000

<b>Description and Justification</b>
<b>Brief Description</b>
Program Development of capital transit planning and development
<b>Major Tasks (up to 20)</b>
<ol style="list-style-type: none"> <li>1. Provides multi-jurisdictional transit planning</li> <li>2. Addresses regional transportation improvement, enhancement and innovation</li> <li>3. Provides safety and security planning</li> <li>4. Addresses congestion mitigation</li> <li>5. Serves as an outlet for proactive participation</li> <li>6. Utilizes asset management planning tools</li> </ol>
<b>Core Justification</b> ( <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> )
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.
<b>Core Justification</b> ( <i>please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities</i> )
Regional transportation planning, Modernization of Public Transportation
<b>Is this project a continuation of previous work? If so, please explain.</b>
Yes, this project continues the previous UWP Core Project Funding for like work in previous years.
<b>Who will benefit from the interim or final products of this project?</b>
MPO (CMAP), transit agencies, Metra commuters and regional municipalities.

Description and Justification
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>Metra Funds.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
RTA Business Plan	Preliminary Capital Program	9/30/18
Preliminary Capital Program and Budget	Plan/Program	10/15/18
Public Involvement/Comment	Outside Distribution	10/15/18
Final Capital Program and Budget	Outside Distribution	11/15/18
TIP Submittal	Outside Distribution	11/15/18

Expense Breakdown	
<b>Staff (including overhead) cost</b>	\$420,000
<b>Total Person Months</b>	48
<b>Consultant Cost</b>	\$0
<b>Other Costs</b>	\$0
<b>Total Project Cost</b>	\$420,000
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
N/A	
<b>Please specify the purpose of other costs</b>	
N/A	

<b>Project Title</b>	Origin-Destination Survey – Spring 2019
<b>Sponsoring Agency</b>	Metra
<b>FHWA/FTA Amount Requested</b>	\$302,000
<b>Local Match Amount</b>	\$75,500
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$377,500

<b>Description and Justification</b>	
<b>Brief Description</b>	
<p>Update the existing (2016, 2014, 2006, 2002) data on:</p> <ul style="list-style-type: none"> <li>- Metra riders’ modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line.</li> <li>- locations of Metra riders’ homes (“productions”) and non-home destinations (“attractions”),</li> <li>- Metra riders’ trip purposes, and</li> <li>- usage of different ticket types (for FTA Title VI reporting), concurrently with Metra’s “Station/Train Boarding and Alighting Count” data-collection project.</li> </ul>	
<b>Major Tasks (up to 20)</b>	
<ol style="list-style-type: none"> <li>1. Update survey questionnaire.</li> <li>2. Distribute survey to all Metra riders on all weekday trains between start-of service and noon.</li> <li>3. Tabulate survey data.</li> <li>4. Geocode origin and destination addresses.</li> <li>5. Document methodology.</li> </ol>	
<b>Competitive Justification</b> ( <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> )	
Congestion Relief (Multi-Modal (Management, Research, Planning)).	
<b>Competitive Justification</b> ( <i>please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities</i> )	
<ul style="list-style-type: none"> <li>• Modernization of the Public Transit System.</li> <li>• Improving Decision-Making Models and Evaluation Criteria for Project Selection.</li> <li>• Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.</li> <li>• Local Technical Assistance and the Formation of Collaborative Planning Efforts.</li> </ul>	
<p>Mode-of-station-access, mode-of-station-egress, origin, and destination data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects for the RTP, and for existing and new "infill" stations for the TIP. FTA's New Starts program requires this survey (no less than once every 5 years) for updating the Chicago Transit New Starts ridership forecast model for Metra's New Starts funding applications. The data are used to support FTA-required Title VI reporting.</p>	

Description and Justification
<p><b>Competitive Justification</b> (will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain.)</p> <p>Project's data will support CMAP's, RTA's and others' transit-oriented design studies, and support decisions for expanding transit as efficiently as possible to induce auto users to shift modes and to better connect underserved populations to jobs.</p>
<p><b>Competitive Justification</b> (which particular GO TO 2040 recommendation will this project contribute to or implement?)</p> <p>The 2040 Plan has three recommendations for improving regional mobility; all three will be supported by this project. Understanding where Metra passengers are traveling, why they are traveling, and how they are accessing the stations is absolutely necessary in order to make <b>strategic investments</b> in regional rail thereby <b>increasing the region's commitment to public transit</b>. Additionally, as many Metra lines share freight corridors, understanding changing service needs and usage along these lines can help make better decisions to <b>create a more efficient freight network</b>.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>Very similar surveys were done very successfully in 2002, 2006, 2014 and 2016, so this survey will use the same tried-and-true methodology. More limited surveys were done several times in the 1990s. The origin-destination survey is to be coordinated (for data weighting) with a separate system-wide count of passenger boardings and alightings for every weekday train and every station.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>Directly: the region's transit agencies and DOTs, CMAP, municipalities that host, or are adjacent to, Metra stations, and Amtrak (as owner of Chicago Union Station, and co-user of 5 other suburban stations). Indirectly: the region's transit and highway users, FTA.</p>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>Metra Operating.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Tabulations	In-house	September 2019
Tables to CMAP for model validations, etc.	Plan/Program	September 2019
Modes-of-Access feed to Metra's public website and to RTA's RTAMS website	In-house & Outside distribution	October 2019
Tabulations	In-house	September 2019

<b>Expense Breakdown</b>	
<b>Staff (including overhead) cost</b> <b>NOTE: Details of Overhead cost must be provided</b>	
<b>Total Person Months</b>	
<b>Consultant Cost</b>	\$377,500
<b>Other Costs</b>	
<b>Total Project Cost</b>	\$377,500
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
<p>Assist with questionnaire revision. Print questionnaires. Deploy survey teams on Metra trains to uniformly distribute questionnaires. Collect/receive questionnaires. Record data from questionnaires. Do initial tabulation of results.</p> <p>Metra already has the vendor under contract. This vendor is nearing completed of Metra's Fall 2016 count and Fall 2016 O/D Survey, will execute Metra's Fall 2018 count from mid 2018 through early 2019, and is ready to execute a Spring 2019 O/D Survey.</p>	
<b>Please specify the purpose of other costs</b>	
N/A	



## Pace

<b>Project Title</b>	Northeastern Illinois Regional Rideshare Service Program
<b>Sponsoring Agency</b>	Pace
<b>FHWA/FTA Amount Requested</b>	\$66,000
<b>Local Match Amount</b>	\$16,500
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$82,500

Description and Justification
<p><b>Brief Description</b></p> <p>The grant request is for funding the program enhancements resulting from launching improved ridematching software and a mobile app.</p> <p>The Information for Bid process is underway and Pace seeks to purchase software that meets the nationally recognized rideshare industry standards and meets the users' expectations currently shaped by more mobile-friendly technology and apps plus social media where users are directly connected and influencing products and services.</p> <p>The online matching tool is a critical component of the program and the new features will trigger changes to the website content, incentives offered, program approach and marketing. In addition, it will allow Pace to better support and grow the existing Pace Vanpool Program.</p> <p>Pace RideShare provides free commuter assistance which includes transportation coordination and analysis to encourage using a combination of options such as public transportation/ridesharing/ biking and other mobility options (car/bike sharing, etc.), open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.</p> <p>The Pace RideShare Program helps the super commuter with travel patterns where public transportation is unmarketable and other mobility options (including ride hailing) are too expensive or not available.</p> <p>The upgraded software will:</p> <p><u>Offer Enhanced Service in the Region</u></p> <ul style="list-style-type: none"> <li>• Assist commuters with understanding their commuter choices including public transportation, rideshare, bike, walk and last mile options (bike &amp; car-sharing) as well as provide resources such as park-n-ride lots, Ventra, etc.</li> <li>• Encourage commuters to change behavior from solo driving to a shared commute (train/bus/rideshare or combination) using rewards and setting milestones</li> <li>• Provide existing rideshare routing, times of travel and an instant means of communication to efficiently fill open seats and grow ridesharing</li> </ul>

Description and Justification
<ul style="list-style-type: none"> <li>• Allow commuters to seek out rideshare solutions beyond the tool via announcements through social media, emails and promotion flyers</li> <li>• Provide commuter resources to employers and developers such as the Pace Commuter toolkit and the Pace Transit Supportive Guidelines</li> </ul>
<p><u>Acquire Better Commuter Knowledge</u></p> <ul style="list-style-type: none"> <li>• Collect multimodal trip data on how commuters travel every day</li> <li>• Obtain popular workday commute patterns</li> <li>• Identify unmet commuter needs and level of demand</li> <li>• Identify rideshare groups by origin and destination</li> </ul>
<p><b>Major Tasks (up to 20)</b></p> <p>Grant funded tasks resulting from the software and app upgrade,</p> <ol style="list-style-type: none"> <li>1. Purchase branding graphics and copy for the new software and app that shall be used for the next 5+ years</li> <li>2. Market the launch of the new website &amp; app and features to the region</li> <li>3. Purchase incentives that are in line with new software features</li> <li>4. Cover outreach costs at events held to attract new participants</li> <li>5. Fund a portion of the RideShare Coordinator position primarily responsible for the creation of new rideshare groups and social media marketing of open seats in existing rideshare groups</li> </ol>
<p><b>Core Justification</b> <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The Pace RideShare Program is an effective Transportation Demand Management (TDM) strategy to reduce the demand for single occupancy vehicle driving; lower highway congestion, commute times and energy consumption; and improve air quality. Pace Vanpooling and carpooling, address the commuter market that is not utilizing public transportation or other shared mobility options (car or bike sharing, TNCs or shuttles or taxis). Many rideshare participants are traveling over 1 hour to employment and there are no other affordable and sustainable options but ridesharing.</p>
<p><b>Core Justification</b> <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 and with the new software features will be a greater resource and have more impact in the region. Pace RideShare.com, app and our social media pages &amp; groups offers the only one-stop-shop where commuters can connect and learn about many of the commute options available.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>Pace RideShare has been in operation since 2006 as the Regional Rideshare Administrator utilizing online ridematching at PaceRideShare.com replacing sharethedrive.org which began in 2003. In this function, Pace brings together two great rideshare resources: online ride matching and a successful Pace Vanpool Program. The union of these two commuter resources allows Pace to launch new vanpools from carpools and retain rideshare commuters when groups reduce from a van to a car.</p>

Description and Justification
<p><b>Who will benefit from the interim or final products of this project?</b></p> <p>Commuters originating from and traveling into Northeastern Illinois can benefit from knowing what their transportation options are, having affordable rideshare opportunities and support 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. The general public will benefit from reduced congestion and air pollution enhancing the quality of life and economic health in the region.</p>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>Pace Suburban Bus.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Branding graphics and copy for software and mobile app	Marketing	Summer 2018
Digital advertising	Marketing	Fall 2018 and Spring 2019
Incentives	Marketing	Winter 2018
Rideshare open seat flyers and social media posts	Plan/Program	Quarterly

Expense Breakdown	
Staff (including overhead) cost	\$27,750
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$47,250
Total Project Cost	\$75,000
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
N/A	
<b>Please specify the purpose of other costs</b>	
<p>With the launch of the new software and app, Pace RideShare has a need to realign the program to the new software features and market the expansion of the program. Other costs are intended for marketing expenses such as program materials, advertising, incentives, registration costs for outreach events and website &amp; app maintenance and hosting. Project costs are based on inflation and estimates from our former software upgrade in 2012.</p>	



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

<b>Description and Justification</b>
<b>Brief Description</b>
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.
<b>Major Tasks (up to 20)</b>
<ol style="list-style-type: none"> <li>1. Develop Pace’s capital program for inclusion in the five-year TIP.</li> <li>2. Update TIP to include all new project information for 2019-2023.</li> <li>3. Provide analysis of Capital Projects identifying impact on air quality for CMAQ conformity.</li> <li>4. Monitor progress of the TIP conformity analysis.</li> </ol>
<b>Core Justification</b> ( <i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i> )
Yes, pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including: transportation planning, public involvement and the Transportation Improvement Plan.
<b>Core Justification</b> ( <i>please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities</i> )
Modernization of the Public Transit System.
<b>Is this project a continuation of previous work? If so, please explain.</b>
Yes, Pace received funding for the TIP in last year’s UWP process.
<b>Who will benefit from the interim or final products of this project?</b>
Not only Pace customers, but users of all types of transit service through better regional cooperation.
<b>What is the source of funds for the local match portion of this project?</b>
Pace Funds.

<b>Products and Completion Schedule</b>		
<b>Product</b>	<b>Product Type</b>	<b>Completion Date</b>
Pace TIP element	In-House	On-going
Pace fiscal year 2018-2022 Capital Program	In-House	December 2018
Monitor TIP Program/Projects	In-House	On-going

<b>Expense Breakdown</b>	
<b>Staff (including overhead) cost</b>	\$82,500
<b>Total Person Months</b>	12
<b>Consultant Cost</b>	\$0
<b>Other Costs</b>	\$0
<b>Total Project Cost</b>	\$82,500
<b>Please specify the purpose of consultant costs and time line for expenditure</b>	
N/A	
<b>Please specify the purpose of other costs</b>	
N/A	

# APPENDIX A

## SOURCES OF LOCAL MATCH

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

### **CMAP**

IDOT provides funding through state transportation funds.

### **CTA, Metra, and Pace**

The match is provided by local government funds.

### **City of Chicago**

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

### **Counties**

The match is provided by local government funds.

### **Councils of Mayors**

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

## **APPENDIX B**

### **CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS**

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

#### **Equal Employment Opportunity**

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

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that they no longer need to submit the plan.

#### **Disadvantaged Business Enterprise**

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

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

update to its August 1999 DBE program in May 2012. Metra submitted its overall goal in August 2013.

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

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

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

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

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

## **Title VI Documentation**

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

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

The certification review of CMAP completed by FHWA and FTA in 2018 found the agency to be in compliance with civil rights requirements.

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

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

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

**Public Participation Plan:** CMAP's [Public Participation Plan](#) is currently under review and was last updated in January 2013. Once completed and approved it will be posted on the CMAP website.

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](http://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](http://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](http://www.cmap.illinois.gov/about/updates)). These include:

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

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

CMAP also informs the public via outreach to the mainstream news media and Internet-based media. These materials are posted at [www.cmap.illinois.gov/about/for-media](http://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.

- 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.

- 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, 2 minority
- b. MPO Policy Committee: 16 non-minority, 1 minority
- c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
- d. Transportation Committee: 25 non-minority, 3 minority
- e. CMAQ Project Selection Committee: 7 non-minority

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

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

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

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

## APPENDIX C

### STAFF REQUIREMENT SUMMARY TABLE

Each work element description in the UWP contains an estimate of the number of person-months required for the completion of the work. The table below summarizes these figures by recipient agency, and translates them into person years. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

<u>Agency</u>	<u>Person-Months</u>	<u>Person-Years</u>
CMAP	1072	89.3
CDOT	87	7.25
Metra	48	4.0
CTA	69	5.75
Pace	24	2.0
Council of Mayors	192	16.0
RTA	0	0
Cook County	N/A	N/A

## **APPENDIX D**

### **COST ALLOCATION PLANS**

#### **Council of Mayors**

The Council of Mayor's program was given 100% FHWA PL funding (\$1,467,326) due to the flexible funding mechanisms of MAP-21.

#### **CMAP**

CMAP projects were given 91% FHWA PL funding (\$12,343,530) due to the flexible funding mechanisms of MAP-21, and 9% FTA Section 5303 funding (\$1,106,345).

#### **Service Boards, City of Chicago, RTA, County**

CTA, Metra, Pace and Cook County received FTA funds only (CTA - \$746,800; Metra - \$638,000; Pace - \$126,000; City of Chicago - \$797,000; and Cook County - \$250,000).

# **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

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

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

<b>MCCG</b>	McHenry Council of Governments
<b>MOVES</b>	Motor Vehicle Emissions Simulator; CMAP uses the most current version, MOVES2014a
<b>MPO</b>	Metropolitan Planning Organization
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NEPA</b>	National Environmental Policy Act
<b>NICTD</b>	Northern Indiana Commuter Transportation District
<b>NIRPC</b>	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte
<b>NO<sub>x</sub></b>	Nitrogen Oxides; precursors to ground-level ozone and fine particulate matter
<b>NS</b>	Norfolk Southern (Class I railroad)
<b>NTD</b>	National Transit Database
<b>NWMC</b>	Northwest Municipal Conference
<b>OEMC</b>	Office of Emergency Management and Communications
<b>PM<sub>2.5</sub></b>	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
<b>PPP</b>	Public Private Partnership
<b>RGTP</b>	Regional Green Transit Plan
<b>RTA</b>	Regional Transportation Authority
<b>RTOC</b>	Regional Transportation Operations Coalition
<b>RTP</b>	Regional Transportation Plan - The region's long range transportation plan
<b>RTSTEP</b>	Regional Transportation Simulation tool for Evacuation Planning
<b>SCM</b>	Southwest Conference of Mayors
<b>SEWRPC</b>	Southeastern Wisconsin Regional Planning Commission - The comprehensive planning agency and MPO for the southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha
<b>SGR</b>	State of good repair
<b>SIP</b>	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
<b>SSMMA</b>	South Suburban Mayors and Managers Association
<b>STBG</b>	Surface Transportation Block Grant Program - One of the funding programs in the federal transportation authorization.
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TAP</b>	Transportation Alternatives Program
<b>TDM</b>	Transportation Demand Management - strategies to relieve congestion without adding capacity
<b>TERM</b>	Transit Economic Requirements Model
<b>TIF</b>	Tax Increment Financing

<b>TIP</b>	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
<b>TMA</b>	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules
<b>TMC</b>	Traffic Management Center
<b>TOD</b>	Transit Oriented Development - Land use planning and development that supports the use of transit services.
<b>TSM</b>	Transportation System Management
<b>ULI</b>	Urban Land Institute
<b>UP</b>	Union Pacific (Class I railroad)
<b>UWP</b>	Unified Work Program
<b>VMT</b>	Vehicle miles traveled
<b>VOC</b>	Volatile Organic Compounds; precursors to ground-level ozone
<b>WCGL</b>	Will County Governmental League
<b>WCMC</b>	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.

<b>CDOT</b>	Chicago Oak Park Traffic Safety and Mobility Improvement Study Riverfront Trail – South Branch Implementation Plan North Branch Transitway River Crossing Study North Branch Area Signal Modernization Study West Loop Train Terminal Area: Comprehensive Traffic Framework Plan
<b>CMAP</b>	Local Technical Assistance (LTA) Program Regional Trail User Assessment – Trails for Illinois
<b>Counties</b>	Cook County – Lincoln Highway Logistics Corridor Feasibility Study DuPage County – Elgin O’Hare Western Access Corridor Landscaping Project
<b>CTA</b>	Brown Line Core Capacity Study Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study Red Line Extension (RLE) Project Development Western & Ashland Corridor BRT Alternatives Analysis & NEPA Chicago Lakefront Corridor Alternatives Analysis Red and Purple Modernization Future Phases Core Capacity Analysis Bus Slow Zone Elimination Program Blue Line Traction Power Study All Stations Accessibility Program (ASAP) Origin and Destination Customer Survey and Analysis
<b>IDOT</b>	Training Metropolitan Transportation Support Initiative Regional Green Transit Plan MAP-21 Safety & Security Oversight Agency Program Statewide Transit Plan ITS Architecture Illinois State Freight Advisory Committee (ISFAC) Illinois State Waterway Study Freight Study for South & Central Cook County

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

**Agency:** Chicago Department of Transportation

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

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

**Resulting Product:** Project report

**Performing the work:** A project consultant has been selected; work will be supervised by CDOT with assistance from a Technical Committee.

**Time frame for completing the work:** 2nd Quarter of 2019

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

**Source(s) of funds:** SPR

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**Name of Project:** Riverfront Trail – South Branch Implementation Plan

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

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

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

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

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

**Source(s) of funds:** TIF

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**Name of Project: North Branch Transitway River Crossing Study**

**Description of Planning Work:** Review the technical and engineering feasibility of a crossing over the North Branch of the Chicago River on or near Halsted Street in support of the proposed North Branch multi-modal Transitway concept described in the City's *North Branch Industrial Corridor Framework Design Guidelines* document. This crossing should be able to accommodate public transit vehicles in both directions, as well as bicycle and pedestrian activity in designated lanes. Support and review physical needs, multi-modal travel needs, and traffic demand for relevant corridors within the vicinity of the crossing that may affect design considerations for the crossing itself. Gather existing data and surveys. Understand and evaluate appropriate cross-sections for a transitway in this area and how it may relate and transition to/from alternative cross-sections further north and south.

**Resulting Product:** Create preliminary cost estimate of the preferred alternative. Prepare draft and final technical memoranda and project reports including data, drawings, and recommendations.

**Performing the work:** Work will be done through a consultant team, with supervision from CDOT and assistance from DPD and CTA.

**Time frame for completing the work:** 2<sup>nd</sup> Quarter 2019

**The Cost of the Work:** \$200,000

**Source(s) of funds:** TIF

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**Name of Project: North Branch Signal Modernization Study**

**Description of Planning Work:** Inventory current signals for existing configuration and condition. Review existing signal coordination/traffic progression along the major corridors and recommend a general strategy for the North Branch Industrial Corridor (NBIC). Identify intersections that need signal improvements and signal timing. Recommend intersections for new traffic signals based on an analysis of proposed roadway network and intersection changes. Any recommended signal improvements should consider signal infrastructure that benefit pedestrians, bicyclists, and public transit operations such as pedestrian countdown timers, accessible pedestrian signals, LED lamps, and transit signal prioritization. Review existing signal technologies and recommend a preferred technology that fits the multi-modal traffic needs of the NBIC.

**Resulting Product:** Establish a per unit and overall cost estimate for installing the preferred signal technologies at the recommended intersection locations. Prepare draft and final technical memoranda and project reports including data, drawings, and recommendations

**Performing the work:** Work will be done through a consultant team, with supervision from CDOT and assistance from DPD and CTA.

**Time frame for completing the work:** 2<sup>nd</sup> Quarter 2019

**The Cost of the Work:** \$200,000

**Source(s) of funds:** TIF

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**Name of Project:** West Loop Train Terminal Area – Comprehensive Traffic Framework Plan

**Description of Planning Work:** This study will develop a comprehensive traffic framework plan to assess potential near-, mid-, and long-term improvements to all surface transportation modes (pedestrian, bicycle, bus, taxi/TNP, private automobile, delivery truck, etc.), as well as the interfaces between the surface modes and the grade separated modes (e.g., CTA rail, Metra rail, water taxi, expressways) in the study area. The study will also assess on- and off-street parking policies that may affect traffic in the study area. All tasks and subtasks will be performed under the direction of a CDOT-led project management team, in close coordination with the Chicago Department of Planning and Development (DPD). Other relevant transportation and planning organizations will also be consulted as needed.

**Resulting Product:** Project report

**Time frame for completing the work:** 2<sup>nd</sup> Quarter of 2019

**The Cost of the Work:** \$425,000

**Performing the work:** A project consultant has been selected; work will be supervised by CDOT with assistance from a Technical Committee.

**Source(s) of funds:** TIF and other City funding

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## Agency: Chicago Metropolitan Agency for Planning

**Name of Project:** Local Technical Assistance (LTA) Program

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

The LTA program is a series of individual projects across the region. By the end of FY 2018, nearly 173 LTA projects had been completed and adopted, with 46 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](http://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 eighth year; during the first seven years, approximately 500 applications were received by CMAP, with nearly 190 projects being selected for inclusion in the LTA program. Applications are prioritized based on consistency with GO TO 2040, feasibility, input from partners, and community need, among other factors.

A new call for projects was initiated midway through FY 2018 and began awards in early 2018. Work will continue on projects that are already within the program, and new projects will be initiated with ongoing grant funds.

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

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

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

**The Cost of the Work:** \$590,308

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

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

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

**Resulting Product:** Public report

**Performing the work:** CMAP staff and volunteers

**Time frame for completing the work:**

**The Cost of the Work:** \$12,050

**Source(s) of funds:**

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**Agency:** Counties – Cook County

**Name of Project:** Lincoln Highway Logistics Corridor Strategic Plan

**Description of Planning Work:** The Lincoln Highway Logistics Corridor Strategic Plan will systematically analyze whether and how industrially zoned sites in Chicago Heights, Ford Heights, and Sauk Village that are vacant or underutilized can be developed for industrial firms dependent upon truck or rail delivery of inputs and finished goods. Twenty-one sites within the corridor that were evaluated have been narrowed down to 10 priority sites. The plan identifies and assigns impediments to redevelopment such as environmental assessment/remediation, land assembly, tax rates, cloudy title, road and rail infrastructure needs, marketing, funding and financing to appropriate public entities for resolution.

**Resulting Products:** A final plan 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:** Final plan complete August 2018

**The cost of the work:** \$225,000

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

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## Agency: Counties – DuPage County

**Name of Project:** Elgin O’Hare Western Access Corridor Landscaping Project

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

**Timeframe for completing the work:**

**The Cost of the Work:** \$550,190

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

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## Agency: Chicago Transit Authority

**Name of Project:** Brown Line Core Capacity Study

**Description of Planning Work:**

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

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

This project includes the Lawrence Avenue Transit-Oriented Development Study, an outreach effort that identifies TOD principles and guidelines for future development on or near Lawrence Avenue in the area of the Kimball Terminal. The guidelines focus on four key topics: transit-supportive land uses, transit stations and connectivity, neighborhood character, and the streetscape experience.

**Resulting Product:** The products include a study that considers costs, benefits, funding strategies and preliminary planning for alignment and signal improvements on Brown Line and  
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yard improvements at Kimball Terminal. The Lawrence Avenue Transit-Oriented Development Study part of the effort identifies TOD guidelines specific to the study area and collects community feedback received on TOD concepts in the study area during a series of community meetings held in 2017. The system wide rail capacity analysis documents rail utilization and capacity across the entire CTA rail system.

**Timeframe for completing the work:** Q2 2018

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

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

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

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

**Timeframe for completing the work:** Q3 2018

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

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**Name of Project:** Red Line Extension Project Development

**Description of Planning Work:** The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The CTA completed an Alternatives Analysis and a Locally Preferred Alternative was designated in August 2009. Environmental scoping was completed in 2010 and the preparation of an Environmental Impact Statement (EIS) began in 2012. The CTA and FTA published the Red Line Extension Draft EIS on October 6th, 2016. The Draft EIS includes an evaluation of the No Build Alternative and two UPRR Alternative options: the East Option and the West Option. The CTA announced the selection of Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback

received on the Draft EIS. The next step in the project development process is Final EIS and Preliminary Engineering.

Following publication of the Draft EIS, CTA hosted a public hearing and conducted extensive public and stakeholder outreach to provide information about the Draft EIS and solicit comments from the public. Comments on the Draft EIS were accepted from October 6 to November 30, 2016. FTA and CTA will review the comments received during the public review period for the Draft EIS, complete additional engineering and analyses required, and prepare the Final EIS. CTA also hosted a public open house and conducted extensive public and stakeholder outreach following announcement of the Preferred Alignment in 2018.

**Resulting Product:** The resulting product was the Red Line Extension Draft EIS, which was published on October 6th, 2016. The CTA will be preparing Red Line Extension Final EIS and Preliminary Engineering as part of the Project Development.

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

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

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**Name of Project:** Western & Ashland Corridor BRT Alternatives Analysis & NEPA (On-hold)

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

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

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

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

**Timeframe for completing the work:** To Be Determined

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

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**Name of Project:** Chicago Lakefront Corridor Alternatives Analysis

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

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

**Timeframe for completing the work:** Q3 2019

**Source(s) of funds:** Federal 5339 Alternatives Analysis

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**Name of Project:** Red and Purple Modernization (RPM) Future Phases Core Capacity Analysis

**Description of Planning Work:** The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9<sup>th</sup> 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA's Capital Investment Grant Program. This project to identify the next phases of RPM will build upon the success of RPM Phase One.

The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's efforts to enhance the entire Red Line and is identified in GO TO 2040 as a fiscally-constrained major capital project and in ON TO 2050 as a regionally significant project.

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

**Timeframe for completing the work:** Q2 2020

**Source(s) of funds:** 2019 UWP; Other local

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**Name of Project:** Bus Slow Zone Elimination Program

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

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

CTA performed initial analysis of bus service covering the extent of the following eight corridors: 79<sup>th</sup> Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue, Halsted Street, Clark Street, and Pulaski Street. With the currently available funding, CTA and CDOT are proceeding with evaluating potential improvements at 79<sup>th</sup> Street and Chicago Avenue. Additional corridors will be evaluated as funding becomes available.

**Resulting Product:** A final project report that includes an analysis of existing conditions as well as recommendations, planning level design concepts, identification of improvements which may be implemented in the near term, and cost estimates for transit-priority improvements and other modifications to the right-of-way in 'slow zones' along the project's two study corridors that are currently being finalized. CTA Transportation Engineering and CDOT Project Development Division have been advising a consultant team and performing the work.

**Timeframe for completing the work:** A final project report for 79th and Chicago Streets is anticipated by Q2 2018. Timeframe for the additional corridors to be determined.

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

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**Name of Project:** Blue Line Traction Power Study

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

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

**Timeframe for completing the work:** Q2 2019

**Source(s) of funds:** Cook County Department of Transportation and Highways, 2017 Invest in Cook Program

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**Name of Project:** All Stations Accessibility Program (ASAP)

**Description of Planning Work:** The purpose of this study is to prepare a Strategic Plan that will establish a blueprint for making CTA's legacy rail system 100 percent accessible to people with mobility impairments over the next 20 years. The CTA plans to accomplish the goal of 100 percent vertically accessible rail system by retrofitting or rebuilding its 42 inaccessible rail stations as well as proactively rehabilitating or replacing its 162 existing elevators (as of 2018) throughout the rail system to ensure that those stations maintain their accessibility. The ASAP Strategic Plan will include CTA's proposed station concepts, associated cost estimates, and a phased implementation strategy to steadily add elevators and other accessible features to the rail system and to maintain existing elevators over time. To develop the Strategic Plan, the CTA has been collaborating with accessibility experts and third-party architects. The CTA has also been regularly updating its ADA Advisory Committee, which serves in an advisory capacity to the CTA and whose members represent various disability-related organizations and interests within the disability community.

**Resulting Product:** ASAP Strategic Plan

**Timeframe for completing the work:** Q3 2018

**Source(s) of funds:** CTA Bond Funds; Other local funds

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**Name of Project:** Origin and Destination Customer Survey and Analysis

**Description of Planning Work:** The purpose of this project is to collect comprehensive, system-wide, customer origins, destinations, and trip purpose data to update information about customer travel patterns. Survey data will be used to inform systemwide service planning and provide up-to-date information to help fulfill federal requirements for Capital Investment Grant application processes. The data collected through this project helps to supplement CTA's existing datasets including Automatic Passenger Counter (APC) data for bus and farecard transaction data for bus and rail by providing details about the addresses of home origins and final destinations of trips on transit, as well as additional insight into transfer patterns.

**Resulting Product:** The resulting product will be a weighted origin and destination dataset and report that summarizes travel behavior of CTA customers spatially, by trip mode, purpose, and time of day.

**Timeframe for completing the work:** Q3 2018

**Source(s) of funds:** RTA Innovation, Coordination, and Enhancement (ICE) grant program and CTA Bond Funds

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**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:**

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**Name of Project:** Metropolitan Transportation Support Initiative (METSI)

**Description of Planning Work:** In FY 2015, the University of Illinois at Chicago through their Urban Transportation Center will receive a four- year extension on the FY 2011 agreement that provides technical assistance to metropolitan areas throughout Illinois on transportation

efficiency, safety, traffic congestion, air quality, economic development and smart growth issues facing urban areas. Funding in FY 2015 is requested for FY 15 and FY 16.

**Resulting Products:** N/A

**Performing the work:** N/A

**Timeframe for completing the work:** N/A

**The cost of the work:** N/A

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**Name of Project:** Regional Green Transit Plan [PLAN]

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

**Resulting Products:** Regional Green Transit Plan

**Performing the work:** RTA

**Timeframe for completing the work:** N/A

**The cost of the work:** N/A

**Source(s) of funds:** N/A

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

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

**Resulting Products:** Safety and Security Review Findings

**Performing the work:** N/A

**Timeframe for completing the work:** June 30, 2017

**The cost of the work:** N/A

**Source(s) of funds:** N/A

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**Name of Project:** Statewide Transit Plan

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

**Resulting Products:** Statewide Transit Plan

**Performing the work:** TranSystems

**Timeframe for completing the work:** December 31, 2016

**The cost of the work:** N/A

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**Name of Project:** ITS Architecture

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

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

**Resulting Products:**

**Performing the work:** TranSmart Technologies

**Timeframe for completing the work:** June 12, 2018

**The cost of the work:** \$804,377

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

**Description of Planning Work:**

The Prime agreement has been executed with Parsons Brinckerhoff through PTB No. 170-023. This contract is effective for two years with a start date of 4/14/14. An amendment has been

executed that extends this contract to 4/13/2018. Through the issuance of work orders, the consultant will provide technical support for statewide planning and programming data analysis; conduct research support; provide training; prepare strategic guidance and policy recommendations and assist in ensuring the department is in line with federal and state regulations.

**Resulting Products:** N/A

**Performing the work:** Parsons Brinkerhoff and ISFAC

**Timeframe for completing the work:** April 13, 2018

**The cost of the work:** N/A

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**Name of Project:** Illinois State Waterway Study

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

**Resulting Products:** N/A

**Performing the work:** N/A

**Timeframe for completing the work:** N/A

**The cost of the work:** N/A

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**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:**

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**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:**

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**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:**

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## **Agency: Metra**

**Name of Project:** BNSF Extension Environmental Assessment (EA)

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

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

**Performing the work:** HDR Engineering, Inc.

**Timeframe for completing the work:** 18 months

**The cost of the work:** \$438,000

**Source(s) of funds:** FTA earmarked funds

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

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

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

**Performing the work:** Cañete Medina Consulting Group , Metra staff

**Timeframe for completing the work:** Spring 2019

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

**Source(s) of funds:** Metra operating funds

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**Name of Project:** Metra Electric District Operational Capacity Study

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

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

**Performing the work:** AECOM

**Timeframe for completing the work:** Completion by early 2018

**The cost of the work:** \$660,000

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

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**Name of Project:** Milwaukee West Line Fox River Bridge EA

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

**Resulting Products:** EA and FONSI

**Performing the work:** TranSystems  
FY 2019 Unified Work Program for Northeastern Illinois  
State Fiscal Year July 1, 2018-June 30, 2019

**Timeframe for completing the work:** Spring 2017

**The cost of the work:** \$247,000

**Source(s) of funds:** FTA capital funds

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

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

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

**Performing the work:** Cañete Medina Consulting Group, Metra staff

**Timeframe for completing the work:** Spring 2019

**The cost of the work:** \$924,000

**Source(s) of funds:** Metra operating funds

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**Name of Project:** Station Optimization Study

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

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

**Performing the work:** AECOM

**Timeframe for completing the work:** 18 months

**The cost of the work:** \$257,000

**Source(s) of funds:** Metra capital funds

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**Name of Project:** Fare Structure Study

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

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

**Performing the work:** Four Nines

**Timeframe for completing the work:** Fall 2017

**The cost of the work:** \$315,300

**Source(s) of funds:** Metra operating funds

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**Agency:** Pace

**Name of Project:** Pace Central Harlem Avenue Corridor Study

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

**Resulting Products:** Improve transit accessibility along the corridor.

**Performing the work:** Pace Suburban Bus with consultant help.

**Timeframe for completing work:** 12 months

**The cost of the work:** \$200,000

**Sources of Funds:** RTA Planning Funds

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**Name of Project:** Joliet Regional Express Bus Study

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

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

**Performing the work:** Pace Suburban Bus with consultant help.

**Time frame for completing the work:** 12 months

**The Cost of the Work:** \$450,000

**Source(s) of funds:** IDOT DPT Funds

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**Agency:** RTA

**Name of Project:** Community Planning Program

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

A call for projects was held in 2017 resulting in nine (9) new projects. A total of 14 projects are currently active when combining the new projects with those still active from the 2016 program, seven (7) of which are not utilizing UWP planning funds:

1. Olympia Fields TOD Zoning Update
2. Morton Grove TOD Zoning Update
3. CTA – 79<sup>th</sup> Street and Chicago Avenue Slow Zone Improvements
4. Winthrop Harbor Developer Panel
5. Brookfield Developer Panel
6. Bartlett TOD Zoning Update
7. Robbins TOD Plan Update (in cooperation with CMAP's LTA Program)

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

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

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

**Time frame for completing the work:** The seven projects listed above are expected to be completed by December 31, 2019

**The Cost of the Work:** \$501,000.

**Source(s) of funds:** RTA \$421,000; Local Match \$80,000

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**Name of Project:** Green Transit Projects

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

1. Bus Route Flooding Resiliency Plan
2. CTA Wayside Energy Storage Assessment (completed in 2017)
3. Metra Wayside Energy Storage Assessment
4. Metra Locomotive Alternative Fuel Study

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

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

**Time frame for completing the work:** The four projects listed above are expected to be completed by June 30, 2019.

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

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

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**Name of Project:** Rider / Non-Rider Survey

**Description of Planning Work:** The Rider / Non-Rider Survey entails the creation and administration of a survey that samples the travel market within the six-county RTA service area, including riders of each of the RTA Service Boards, as well as those who use transit on an occasional basis or do not use transit at all. The project will focus on the analysis of non-riders (those who have not ridden transit on a consistent basis or at all in the past five years) and "lapsed" riders (those who rode consistently in the recent past but have significantly reduced their transit trips or stopped using transit), comparing their travel preferences with those of current transit riders. The survey will collect data specifically from respondents whose travel

patterns can be reasonably served by existing transit services (with focus on rail and fixed route bus service).

The overarching goal of the survey is to better understand the reasons why these market groups of potential transit riders are choosing other travel modes and identify strategic incentives or improvements that will encourage them to utilize transit more frequently.

**Resulting Products:** The resulting products will be a survey instrument, sampling plan, survey administration, data analysis, implementation strategies and a final report.

**Performing the work:** A consulting firm will be responsible for completing the work.

**Time frame for completing the work:** The project is expected to be completed in 2019.

**The Cost of the Work:** \$200,000.

**Source(s) of funds:** RTA \$40,000; IDOT (SPR) \$160,000

# APPENDIX H

## UWP DEVELOPMENT PROCESS

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

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

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

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selected through a competitive process. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the Programming Committee, 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 FY 2019 UWP awarded \$17.9 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$22.4 million dedicated to transportation planning in the northeastern Illinois region.

### Section 1: Core

The UWP Committee approved \$16,742,201 in federal funding under the FY 2019 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, and Cook County.

## Section 2: Competitive

The UWP Committee approved \$1,205,046 in federal funding under the FY 2019 Competitive Program. Agencies receiving competitive funding are CMAP/RTA for its LTA/Community Planning Program, the City of Chicago (CDOT) for the Vision Zero – Southside Planning Study, CTA for its Next Phases Red/Purple Modernization (RPM) Core Capacity Expansion, and Metra for its Origin-Destination Survey.

More information about the FY 2019 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

# APPENDIX I

## FY 2019 UWP MONITORING AND REPORTING

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

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

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

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





# CMAP

312-454-0400

[info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)

[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

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

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

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