



Chicago Metropolitan
Agency for Planning

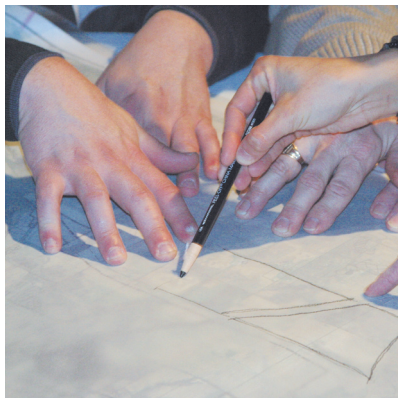
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Unified Work Program

UWP for Transportation



Northeastern Illinois Fiscal Year 2009

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Deputy Executive Director, Planning and Programming
Chicago Metropolitan Agency for Planning

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

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

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



Chicago Metropolitan
Agency for Planning

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June 12, 2008

Mr. Richard Smith, Director
Office of Planning and Programming
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, Illinois 62764

Dear Mr. Smith:

I am transmitting to the Illinois Department of Transportation the FY 2009 Unified Work Program (UWP) for transportation planning in northeastern Illinois. The UWP has been endorsed by the Policy committee, which is the Metropolitan Planning Organization for northeastern Illinois. The endorsement resolution is attached.

Thank you for the interest you have shown in the UWP and the assistance you have provided in developing the document.

Sincerely,

A handwritten signature in dark ink that reads "Donald P. Kopec". The signature is fluid and cursive, with a long horizontal stroke at the end.

Donald P. Kopec, Secretary
Policy Committee

/dk

POLICY COMMITTEE

RESOLUTION
Number 08-09

**A RESOLUTION ENDORSING THE FISCAL YEAR 2009 UNIFIED WORK PROGRAM
FOR NORTHEASTERN ILLINOIS**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Section 5303 Title 49 U.S. Code; and

WHEREAS, the federal regulations for Metropolitan Transportation Planning and Programming, as specified in 23 CFR Part 450.314 require that the MPO develop a Unified Work Program for transportation planning; and

WHEREAS, the Unified Work Program Committee has developed and recommended projects for inclusion in the Fiscal Year 2009 Unified Work Program; and

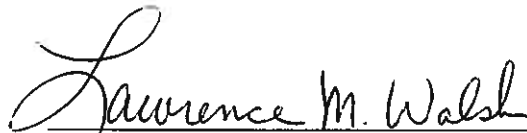
WHEREAS, these projects were submitted to the funding agencies and project review agencies; and

WHEREAS, the projects have been approved by the funding agencies and were found consistent with regional and state plans and policies by the project review agencies; and

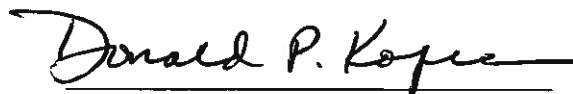
WHEREAS, the Transportation Committee has approved the Fiscal Year 2009 UWP as developed by the Unified Work Program Committee and recommended Policy Committee endorsement.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee hereby endorses the FY 2009 Unified Work Program as summarized by the attached document and authorizes the CMAP staff to prepare and distribute the UWP document.

The above and foregoing resolution is hereby adopted the 12th day of June, 2008.



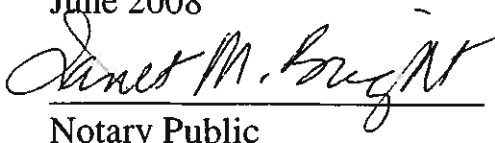
Lawrence M. Walsh
Vice-Chairman, Policy Committee



Donald P. Kopec
Secretary, Policy Committee



Subscribed and Sworn to
before me this 12th day of
June 2008


Notary Public

FY 2009 UNIFIED WORK PROGRAM

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Section I
Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2009 (FY09) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,132,683 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2009 UWP programs \$11,202,193 in FHWA PL funds, \$3,994,869 in FTA 5303 funds, and \$3,935,621 in state or local sources to provide for the necessary matching funds.

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

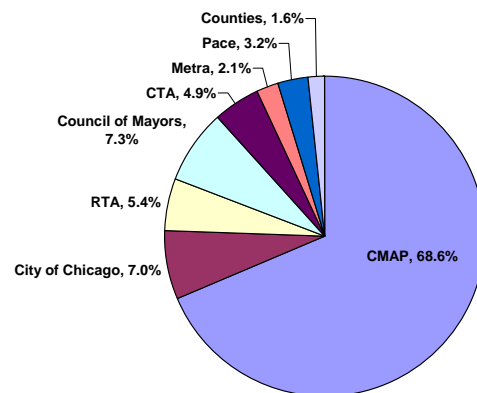
The FY09 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2008 through June 30, 2009. The UWP Committee developed the FY09 program based on the UWP funding mark (\$15,197,062 in FHWA/FTA funds) for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded Core elements, which address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon regional planning priorities developed by the UWP Committee in concert with the MPO Policy Committee and CMAP Board. The UWP development process is discussed further in Appendix J. The UWP is submitted to CMAP's Transportation Committee and Programming Coordinating Committee, which make recommendations to the MPO Policy Committee and CMAP Board for approval. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

FY09 UWP funds will be programmed to CMAP, CTA, the City of Chicago, RTA, Metra, Pace, the Regional Councils of Mayors, Lake County, and Kane County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects which support implementation of the Interagency Agreement for Regional Planning in Northeastern Illinois (reaffirmed in 2000) will receive funding. Other projects support ongoing regional transportation planning, programming and implementation efforts.

Funding by Agency

Figure 1 shows the share of FY09 UWP funds programmed to each agency. CMAP is receiving 68.6% of the new FHWA PL and FTA section 5303 funds to collect, analyze, and disseminate transportation data, manage the development of the region's long range transportation plan, 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. Most of CMAP's activities involve the coordination of transportation planning with comprehensive regional planning, land use plans, urban

Figure 1. Share of FY 2009 UWP Funds by Agency



development objectives, and the region's overall social, economic and civil rights goals and objectives. The CTA, RTA, Metra and Pace are receiving 4.9%, 5.4%, 2.1%, and 3.2% of the funds, respectively, to perform studies related to their systems, to prepare recommended improvement programs and to plan coordinated service.

The City of Chicago is receiving 7.0% of the funds to perform studies of facilities proposed within its boundaries, analyze transportation needs, and gather data. The Regional Councils of Mayors are receiving 7.3% in order to assist local elected officials to participate effectively in the MPO process, provide STP assistance and development, and undertake subregional studies.

Together, Lake and Kane Counties are receiving 1.6% of the funds. Lake County is funded to complete a "Complete Streets Initiative" while Kane County is funded to complete the transportation component of the County's integrated long range transportation and land use plan.

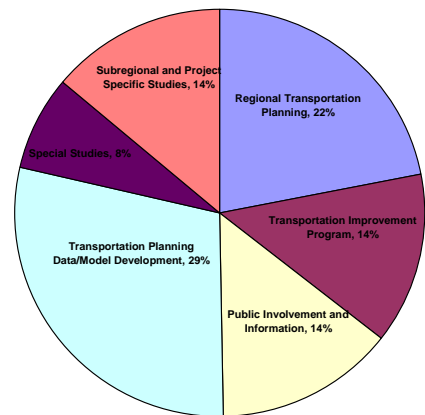
Agency budgets, including the local match, are summarized in the following table:

Agency	Total	FTA	FHWA	Local Match
CMAQ	\$13,031,459	\$1,514,949	\$8,910,217	\$2,606,293
City of Chicago	\$1,327,500	\$124,000	\$938,000	\$265,500
Metra	\$400,000	\$320,000		\$80,000
CTA	\$923,400	\$738,720		\$184,680
CoM	\$1,516,324		\$1,103,976	\$412,348
Pace	\$602,750	\$482,200		\$120,550
RTA	\$1,018,750	\$815,000		\$203,750
Lake County	\$187,500		\$150,000	\$37,500
Kane County	\$125,000		\$100,000	\$25,000
TOTAL	\$19,132,683	\$3,994,869	\$11,202,193	\$3,935,621

Funding by Program Category

The FY09 UWP is divided into six major program categories, which were endorsed by the Work Program Committee in 2001. The program categories are briefly described below and Figure 2 shows the share of FY09 UWP funds going to each category. Since a number of the projects are composed of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the type of work to be accomplished with these funds.

Figure 2: Share of FY09 UWP Funds by Category



1. ***Regional Transportation Planning***

The projects in this program category fall under two general topical areas: Comprehensive Plan Development and Analysis of Socioeconomic and Land Use/Transportation Relationships. Various projects are undertaken to create and update the transportation component of the region's comprehensive plan. The 2030 RTP (*Shared Path 2030*) was adopted by the CATS Policy Committee in October 2003 and made SAFETEA-LU compliant in June of 2007. The plan is on a four-year plan cycle and the update

is expected to be approved in October 2010. The region's new comprehensive plan is called *Go To 2040*.

Projects addressing issues related to the Analysis of Socioeconomic and Land Use/Transportation Relationships are done to support transportation planning and programming in the region. Tasks include the preparation of population, household and employment forecasts, and analyses of land use/transportation relationships that are necessary for developing transportation plans.

The budget for this program category is \$4,216,584 which is 22% of the total FY09 UWP budget.

2. *Transportation Improvement Program*

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this category is \$2,609,898 which is 14% of the total UWP.

3. *Public Involvement and Information*

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Funds allocated to this category total \$2,692,473 or 14% of the UWP budget.

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 total funds allocated to this category are \$5,516,300 or 29% of FY09 UWP funding.

5. *Special Studies*

There are three topical areas in this program category: Asset Management, Special Groups, and Environmental Studies. Asset Management focuses on preserving the value of existing assets, such as transit systems and highway facilities, through planning and resource management. Projects addressing Asset Management include those designed to develop operational, demand and information technology strategies to improve the efficiency of the transportation system including the Congestion Management Process.

Special Groups includes projects designed to improve transportation services for protected classes under applicable laws and regulations, and to ensure that the transportation planning process is accessible and responsive to members of minority groups and other protected classes. Environmental Studies projects include technical studies and management efforts to contribute to improving the region's air quality, to provide for regional participation and contribution to statewide air quality planning activities, and to see that environmental issues are properly addressed in the region's transportation plan.

The budget for this program category is \$1,445,962 representing 8% of the total UWP budget.

6. *Subregional and Project Specific Studies*

The projects in this category are concerned with developing transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more

detailed consideration of alternative solutions. The budget for the category is \$2,651,463 or 14% of the total UWP.

Program Funding Summary Tables

On the following pages are four tables that summarize the contents of the FY09 UWP.

- Table 1, the Summary of UWP Projects and Budgets by Recipient Agency, provides project-by-project detail on the distribution of planning funds. FTA funds, FHWA funds, and Local Match funds are shown as separate line items for each project.
- Table 2 shows the allocation of all planning funds by program category, recipient agency and funding source. The local match for the federal funds is shown as a separate line item.
- Table 3 summarizes the allocation of each funded project across the program categories.

UWP Document Layout

The remainder of the FY09 UWP is divided into the following sections:

- Section II – contains a listing of the major planning products to be produced in FY09, the scheduled completion date of each product, and the lead agency responsible for ensuring the completion of the product on schedule.
- Section III – is the main body of the UWP and provides detailed information on all of the projects funded by the FY09 UWP. It also includes the program category and work element descriptions, and budgets at the program category level. The work element descriptions include all of the anticipated products, as well as the steps needed to produce them and the dates they are due. All detailed budgets include local match, where required.
- Appendices – address the topics of sources of local match, overhead cost plans, civil rights, staffing needs to meet UWP-funded projects, cost allocation plans, audits, comments received on the preliminary UWP, acronyms used in the document, non-UWP funded transportation projects in the region, and the project selection process used to develop the FY09 UWP.

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

Agency	Project Title	Total	FTA	FHWA	Local Match
City of Chicago	City of Chicago Transportation Planning and Programming	\$ 560,000		\$ 448,000	\$ 112,000
City of Chicago	CTA Rail Station Access Mode Survey	\$ 155,000	\$ 124,000		\$ 31,000
City of Chicago	Chicago South Lakefront Transportation Study	\$ 212,500		\$ 170,000	\$ 42,500
City of Chicago	Preliminary Planning	\$ 400,000		\$ 320,000	\$ 80,000
	City of Chicago Totals	\$ 1,327,500	\$ 124,000	\$ 938,000	\$ 265,500
CMAP	Data Development and Analysis	\$ 4,385,557		\$ 3,508,446	\$ 877,111
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	\$ 3,891,179	\$ 1,514,949	\$ 1,597,994	\$ 778,236
CMAP	Policy Development and Strategic Initiatives	\$ 1,723,088		\$ 1,378,470	\$ 344,618
CMAP	Transportation Improvement Program	\$ 1,145,966		\$ 916,773	\$ 229,193
CMAP	Congestion Management Process	\$ 1,003,788		\$ 803,031	\$ 200,758
CMAP	Plan Implementation and Technical Assistance	\$ 881,880		\$ 705,504	\$ 176,376
	CMAP Totals	\$ 13,031,459	\$ 1,514,949	\$ 8,910,217	\$ 2,606,293
Council of Mayors	Subregional Transportation Planning, Programming and Management*	\$ 1,343,017		\$ 977,798	\$ 365,219
Council of Mayors	Subregional Planning, Programming and Management*	\$ 173,307		\$ 126,178	\$ 47,129
	Council of Mayors Totals	\$ 1,516,324	\$ -	\$ 1,103,976	\$ 412,348
CTA	Program Development	\$ 323,400	\$ 258,720		\$ 64,680
CTA	Transit Oriented Development Strategy	\$ 318,750	\$ 255,000		\$ 63,750
CTA	2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey	\$ 281,250	\$ 225,000		\$ 56,250
	CTA Totals	\$ 923,400	\$ 738,720	\$ -	\$ 184,680
Metra	Program Development	\$ 400,000	\$ 320,000		\$ 80,000
	Metra Totals	\$ 400,000	\$ 320,000	\$ -	\$ 80,000
Pace	Rideshare Services Program	\$ 174,000	\$ 139,200		\$ 34,800

Agency	Project Title	Total	FTA	FHWA	Local Match
Pace	TIP Development and Monitoring	\$ 150,000	\$ 120,000		\$ 30,000
Pace	Customer Satisfaction Index Survey and Loyalty Program	\$ 278,750	\$ 223,000		\$ 55,750
	Pace Totals	\$ 602,750	\$ 482,200		\$ 120,550
RTA	Regional Travel Markets and System Assessment	\$ 368,750	\$ 295,000		\$ 73,750
RTA	RTAP: Station Area Plans and Community Transit Improvement Plans	\$ 650,000	\$ 520,000		\$ 130,000
	RTA Totals	\$ 1,018,750	\$ 815,000	\$ -	\$ 203,750
Lake County	Complete Streets Initiative	\$ 187,500		\$ 150,000	\$ 37,500
Kane County	Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	\$ 125,000		\$ 100,000	\$ 25,000
	Counties Totals	\$ 312,500	\$ -	\$ 250,000	\$ 62,500
	FY 09 UWP Total	\$ 19,132,683	\$ 3,994,869	\$ 11,202,193	\$ 3,935,621

Table 2: Summary of UWP Recipient Budgets by Program Category

	Total	CMAP	Chicago	CoM	CTA	Metra	Pace	RTA	Counties
Regional Transportation Planning									
FTA	2,332,369	1,514,949			255,000	121,600	80,820	236,000	
FHWA	1,019,082	681,286	165,000	220,795					76,000
Local Match	865,133	549,059	41,250	82,469	63,750	30,400	20,205	59,000	19,000
Category Total	4,216,584	2,745,294	206,250	303,265	318,750	152,000	101,025	295,000	95,000
Transportation Improvement Program									
FTA	534,400				248,000	166,400	120,000		
FHWA	1,509,886	825,096	243,200	441,590					
Local Match	565,613	206,274	60,800	164,939	62,000	41,600	30,000		
Category Total	2,609,898	1,031,369	304,000	606,529	310,000	208,000	150,000		
Public Involvement and Information									
FTA	376,100				10,720	32,000	281,380	52,000	
FHWA	1,756,062	1,442,867	78,400	220,795					14,000
Local Match	560,311	360,717	19,600	82,469	2,680	8,000	70,345	13,000	3,500
Category Total	2,692,473	1,803,584	98,000	303,265	13,400	40,000	351,725	65,000	17,500
Transportation Planning Data/Model Development									
FTA	284,000		124,000		225,000			59,000	
FHWA	4,120,858	3,749,060	85,000	82,798					80,000
Local Match	1,111,441	937,265	52,250	30,926	56,250			14,750	20,000
Category Total	5,516,300	4,686,325	261,250	113,724	281,250			73,750	100,000
Special Studies									
FTA	-								
FHWA	1,151,316	1,096,117		55,199					
Local Match	294,647	274,029		20,617					
Category Total	1,445,962	1,370,146		75,816					
	Total	CMAP	Chicago	CoM	CTA	Metra	Pace	RTA	Counties
Subregional and Project Specific Studies									
FTA	468,000							468,000	
FHWA	1,644,989	1,115,791	366,400	82,798					80,000
Local Match	538,474	278,948	91,600	30,926				117,000	20,000
Category Total	2,651,463	1,394,739	458,000	113,724				585,000	100,000
Total Program	19,132,683								

	Total	CMAP	Chicago	CoM	CTA	Metra	Pace	RTA	Counties
FTA (Total)	3,994,869	1,514,949	124,000		738,720	320,000	482,200	815,000	
FHWA (Total)	11,202,193	8,910,217	938,000	1,103,976					250,000
Local Match (Total)	3,935,621	2,606,293	265,500	412,348	184,680	80,000	120,550	203,750	62,500
Total	19,132,683	13,031,459	1,327,500	1,516,324	923,400	400,000	602,750	1,018,750	312,500

Table 3: 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	Subregional and Project Specific Studies
CMAP	Data Development and Analysis	\$ 4,385,557	219,278		219,278	3,947,001		
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	\$ 3,891,179	1,906,678		1,245,177	739,324		
CMAP	Policy Development and Strategic Initiatives	\$ 1,723,088	430,772		86,154		516,926	689,235
CMAP	Transportation Improvement Plan	\$ 1,145,966		1,031,369	114,597			
CMAP	Congestion Management Process	\$ 1,003,788	100,379		50,189		853,220	

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	Subregional and Project Specific Studies
CMAP	Plan Implementation and Technical Assistance	\$ 881,880	88,188		88,188			705,504
City of Chicago	City of Chicago Transportation Planning and Programming	\$ 560,000	50,000	224,000	68,000			218,000
City of Chicago	CTA Rail Station Access Mode Survey	\$ 155,000				155,000		
City of Chicago	Chicago South Lakefront Transportation Study	\$ 212,500	106,250			106,250		
City of Chicago	Preliminary Planning	\$ 400,000	50,000	80,000	30,000			240,000
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)	\$ 1,343,016	268,603	537,206	268,603	100,726	67,151	100,726

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	Subregional and Project Specific Studies
Council of Mayors	Subregional Planning, Programming and Management (Competitive)	\$ 173,307	34,661	69,323	34,661	12,998	8,665	12,998
CTA	Program Development	\$ 323,400		310,000	13,400			
CTA	Transit Oriented Development Strategy	\$ 318,750	318,750					
CTA	2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey	\$ 281,250				281,250		
Kane County	Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	\$ 125,000	25,000			100,000		
Lake County	Complete Streets Initiative	\$ 187,500	70,000		17,500			100,000

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	Subregional and Project Specific Studies
Metra	Program Development	\$ 400,000	152,000	208,000	40,000			
Pace	Rideshare Services Program	\$ 174,000	17,400		156,600			
Pace	TIP Development and Monitoring	\$ 150,000		150,000				
Pace	Customer Satisfaction Index Survey and Loyalty Program	\$ 278,750	83,625		195,125			
RTA	Regional Travel Markets and System Assessment	\$ 368,750	295,000			73,750		
RTA	RTAP: Station Area Plans and Community Transit Improvement Plans	\$ 650,000			65,000			585,000
Total		\$19,132,681	4,216,584	2,609,898	2,692,473	5,516,300	1,445,962	2,651,463
Percentage of Total			22%	14%	14%	29%	8%	14%

Section II
Major Scheduled Products

The projects included in the UWP will result in the development of a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2009. 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 2009. This list does not include monthly/quarterly reports or the like, and is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

<u>Chicago Metropolitan Agency for Planning</u>			
Project	Product	Product Type	Completion Date
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Indicators (to be used in plan development)	In-house	October 2008
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Alternative Scenario Descriptions	In-house	October 2008
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Forecasts and Projections	Outside Distribution	April 2009
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Scenario Evaluations and Supporting Public Materials	Outside Distribution	June 2009
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Financial Plan (Draft)	Plan/Program	June 2009
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Major Capital Project Selection Process (Draft)	Plan/Program	June 2009
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Public Outreach: Indicator Workshops	Outside Distribution	Ongoing
Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Public Outreach: Strategy Workshops	Outside Distribution	Ongoing

Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	Scenario Evaluation Materials and Public Involvement Design	Outside Distribution	Ongoing
Policy Development and Strategic Initiatives	Regional Priorities	Plan/Program	On-Going
Policy Development and Strategic Initiatives	Strategy Research and Dissemination	Outside Distribution	On-Going
Policy Development and Strategic Initiatives	CMAP Strategic Plan Update	In-house	June 2009
Policy Development and Strategic Initiatives	Developments of Regional Importance	Plan/Program	On-Going
Congestion Management Process	Data Collection, Analysis, and reporting related to Performance Monitoring	Plan/Program	On-Going
Congestion Management Process	Quantitative Evaluation Measures for benefits of ITS projects and operations techniques	Outside Distribution	December 2008
Congestion Management Process	Strategy Implementation: Identification of operational and capital investments	Plan/Program	On-Going
Congestion Management Process	Freight analysis and bicycle and pedestrian plan implementation	Outside Distribution	On-Going
Transportation Improvement Program	TIP with periodic updates and/or amendments	Plan/Program	On-Going
Transportation Improvement Program	Awards and obligation report	Outside Distribution	February 2008
Transportation Improvement Program	CMAQ Program	Plan/Program	October 2008
Transportation Improvement Program	Conformity Analysis	Outside Distribution	On-Going
Transportation Improvement Program	Strategic Early Deployment Plan Update	Plan/Program	December 2008
Transportation Improvement Program	Visualization Techniques for Programmed Transportation and Non-Transportation Projects	Outside Distribution	Ongoing
Plan Implementation and Technical Assistance	Planning Commissioner Training	Outside Distribution	On-Going
Plan Implementation and Technical Assistance	Technical Assistance Clearinghouse	Outside Distribution	On-Going

Plan Implementation and Technical Assistance	Small Area Traffic Forecasts and Responses to various data requests	Outside Distribution	On-Going
Plan Implementation and Technical Assistance	Local Planning Assistance to county and municipal governments	Outside Distribution	As Needed
Data Development and Analysis	Expanded Web Interfaces for Data Exchange and Dissemination	Outside Distribution	April 2009
Data Development and Analysis	Maintain Agency IT resource	In-house	On-Going
Data Development and Analysis	Enhance Internet Mapping Capabilities	Outside Distribution	April 2009
Data Development and Analysis	Land Use Inventory-Automation and Remote Sensing	Outside Distribution	On-Going

<u>City of Chicago</u>			
Work Element/Project	Product	Product Type	Completion Date
Preliminary Planning	Planning Studies	Plan/Program	As Needed
Preliminary Planning	Data collection and database development	Outside Distribution	As Needed
Preliminary Planning	Correspondence with individuals, elected and appointed officials and private and public agencies and organizations	In-house	On-Going
Preliminary Planning	Conceptual plans, coordination with public and private developments and plans	In-house	As Needed
Preliminary Planning	Input to the City of Chicago's capital improvement program	In-house	As-Needed
Preliminary Planning	Participation on Technical Committees and Task Forces related to major studies and programs	In-house	On-Going
City of Chicago Transportation Planning and Programming	Interaction with elected officials and various public and private agencies and organizations	Outside Distribution	As Needed
City of Chicago Transportation Planning and Programming	Capital Improvement Program	Plan/Program	June 2009
City of Chicago Transportation Planning and Programming	Planning Studies	In-house	On-Going

City of Chicago Transportation Planning and Programming	City's portion of the TIP	Plan/Program	On-Going
CTA Rail Station Access Model Survey	Methodology and Sampling Plan	In-house	April 2009
CTA Rail Station Access Model Survey	Data Collection/Cleaning Status Memo	In-house	June 2009
CTA Rail Station Access Model Survey	Final Report	Select	December 2009
Chicago South Lakefront Transportation Study	Report	Plan/Program	December 2009

<u>Regional Council of Mayors</u>			
Work Element/Project	Product	Product Type	Completion Date
Subregional Transportation Planning, Programming, and Management (Core)	FY 08-13 STP programs	Plan/Program	On-Going
Subregional Transportation Planning, Programming, and Management (Core)	Updated project ranking methodologies	Outside Distribution	As Needed
Subregional Transportation Planning, Programming, and Management (Core)	Municipal improvement project applications (CMAQ, RTAP, etc.)	Plan/Program	As Needed
Subregional Transportation Planning, Programming, and Management (Core)	FY 09 Quarterly Reports	Outside Distribution	Quarterly
Subregional Transportation Planning, Programming, and Management (Discretionary)	Products in support of the Region's Focus Areas.	Plan/Program	As Needed
Subregional Transportation Planning, Programming, and Management (Discretionary)	Municipal improvement project applications	Plan/Program	As Needed
Subregional Transportation Planning, Programming, and Management (Discretionary)	FY 09 Quarterly Reports	Plan/Program	Quarterly

<u>Chicago Transit Authority</u>			
Work Element/Project	Product	Product Type	Completion Date
Program Development	Annual Report	In-house	June 2009

Transit Oriented Development Strategy	Typologies	Outside Distribution	December 2008
Transit Oriented Development Strategy	Summary of Community Input	Outside Distribution	April 2009
Transit Oriented Development Strategy	Matrix comparing and ranking development opportunities	In-house	May 2009
Transit Oriented Development Strategy	Strategic Plan Document	Outside Distribution	July 2009
2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey	Status Reports	Plan/Program	On-Going
2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey	Target Market Opportunities	In-house	July 2009
2008 Regional Rider and Non-Rider Travel Behavior and Attitudes Survey	Project Summary Report	Outside Distribution	August 2009

Metra			
Work Element/Project	Product	Product Type	Completion Date
Program Development	Preliminary Program and Budget	Outside Distribution	October 2008
Program Development	Final Program and Budget	Outside Distribution	November 2008
Program Development	TIP Submittal	Outside Distribution	December 2008
Program Development	Public Involvement briefing materials	Outside Distribution	November 2008

Pace			
Work Element/Project	Product	Product Type	Completion Date
Customer Satisfaction Index Survey and Loyalty Program	RFP for Consultant	In-house	January 2009
Customer Satisfaction Index Survey and Loyalty Program	Fixed Route CSI Survey	Outside Distribution	August 2009
Customer Satisfaction Index Survey and Loyalty Program	Vanpool CSI Survey	Outside Distribution	October 2009
Customer Satisfaction Index Survey and Loyalty Program	Paratransit CSI Survey	Outside Distribution	December 2009
Rideshare Services Program	Promotional Items	Outside Distribution	As Needed
Rideshare Services Program	Website updates and maintenance	Plan/Program	On-Going
Rideshare Services Program	Fuel Cards	Outside Distribution	On-Going
TIP Development &	Pace TIP element	In-house	On-Going

<u>Pace</u>			
Work Element/Project	Product	Product Type	Completion Date
Monitoring			
TIP Development & Monitoring	Pace Fiscal Year 2009-2013 Capital Program	In-house	December 2008
TIP Development & Monitoring	Monitor TIP Projects	In-house	On-Going

<u>RTA</u>			
Work Element/Project	Product	Product Type	Completion Date
Regional Travel Markets and System Assessment	Market Composites	Outside Distribution	On-Going
Regional Travel Markets and System Assessment	System Performance	Outside Distribution	On-Going
Regional Travel Markets and System Assessment	Transit Service Strategies	In-house	On-Going
RTAP: Station Area Plans and Community Transit Improvement Plans	Station Area Plans	Outside Distribution	April 2010
RTAP: Station Area Plans and Community Transit Improvement Plans	Community Transit Improvement Plans	Outside Distribution	April 2010

<u>Lake County</u>			
Work Element/Project	Product	Product Type	Completion Date
Complete Streets Initiative	Database and/or shape files of existing conditions	Outside Distribution	June 2009
Complete Streets Initiative	Lake County Complete Streets Policies	Outside Distribution	June 2009

<u>Kane County</u>			
Work Element/Project	Product	Product Type	Completion Date
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	Existing conditions and systems Inventory	Outside Distribution	November 2008
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	Identified potential planning strategies and alternative scenario.	Outside Distribution	January 2009
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	2040 Scenario Travel Forecast(s)	Outside Distribution	April 2009

Kane County			
Work Element/Project	Product	Product Type	Completion Date
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	Compile recommendations for strategies and major capital projects into a draft recommended plan.	Plan/Program	December 2009
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	Financial resources analysis and final transportation element of comprehensive plan (draft)	Plan/Program	December 2009
Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan	Coordinated Outreach	Outside Distribution	On-Going

* The three types of products are:

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

SECTION III
DETAILED WORK PROGRAM

CMAP

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Long Range Planning: Go To 2040 Development, Visualization and Public Participation

Sponsoring Agency: CMAP

Project Description

Purpose: Federal and state law call for integration of transportation and land-use planning. This work will develop the methodology, data, information resources, modeling, and engagement process to create a plan that fullfills this charge, also addressing economic development, environment, housing, and human services. This program implements our mission to integrate transportation and land use planning. Projects under this program will develop the methodology, data and information resources, modeling and planning tools and engagement process to create Go To 2040, the Regional Comprehensive Plan.

Core Element Addressed/Supplemental:

Multiple Elements

Justification: How does this project address core MPO responsibilities?: The proposed integrated scenario approach to the RTP is the mandated approach to the MPO from the federal, state and local levels. These cannot, by definition, be stovepiped and separated into transportation and non-transportation planning tasks. In addition, CMAP's External Relations and Community and Technical Assistance departments are charged, under this project, with facilitating the region's participation into the transportation and comprehensive planning process. Through the development and implementation of a 1) coordinated public participation plan and 2) ongoing development of partnerships to ensure regional coordination, CMAP will facilitate the participation of elected officials, agency partners, residents and interest groups into the transportation and comprehensive planning processes.

Major Tasks:

1. Construct and evaluate alternative scenarios for the region's future.
2. Develop a financial plan to determine fiscal constraints.

3. Identify potential major capital projects for consideration in the RCP and develop a methodology by which they can be evaluated.
4. Develop indicators for plan evaluation.
5. Develop forecasts and projections.
6. Develop management and operational strategies for RCP.
7. Ensure regional coordination by thoroughly involving local leaders, stakeholders and the public in the planning process.
8. Provide technical data and modeling resources to local communities and municipalities.
9. Initiate and engage underserved communities in the RCP process.
10. Develop a youth component within the public engagement process.

Products and completion schedule:

Product	Product Type	Completion Date:
Indicators (to be used in plan development)	In-house	October 2008
Alternative Scenario Descriptions	In-house	October 2008
Forecasts and Projections	Outside Distribution	April 2009
Scenario Evaluations and Supporting Public Materials	Outside Distribution	June 2009

Optional: Additional information on products can be placed here: The financial plan and major capital project selection process will be released in draft form in FY 09 but not finalized until FY 10. Also, Regional Snapshot reports on major planning issues will be released quarterly throughout the plan development process. Coordinated public outreach, integral to plan development, will continue as an extensive and ongoing process throughout FY 09. Public outreach will primarily take the form of indicator workshops, strategy analysis workshops, and public involvement and materials design regarding scenario design and evaluation.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 3,891,179



Expense Breakdown for Core UWP Expenditures

\$ 3,067,179	Staff (including overhead)
\$ 824,000	Other costs (specify purpose):
	Commodities - \$74,000
	Total Contracts - \$750,000
	Contract Purposes:
	1) Public Relations (\$50,000),
	2) Public Involvement for Scenario Evaluation (\$50,000),
	3) Assistance on Snapshot Reports (\$50,000),
	4) Refinement/Continuation of Strategy Research (\$75,000),
	5) Indicators Measurement & Projection (\$150,000),
	6) Scenario Construction and Description (\$50,000),
	7) Development of Capital Project Evaluation Process (\$25,000),
	8) Financial Scenarios (\$200,000),
	9) State of the Region Report (\$100,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 306.3

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Policy Development and Strategic Initiatives

Sponsoring Agency: CMAP

Project Description

Purpose: Research, analysis, and development of policies and agency methods to support, promote, and integrate transportation and land use planning. CMAP's operating legislation charges the agency to consider and analyze the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: In order to develop and implement a comprehensive plan, provide technical assistance to communities and introduce innovative and non-traditional planning to northeastern Illinois, CMAP needs to provide a policy framework that shapes regional plans and the transportation system.

Major Tasks:

1. Develop, monitor, and evaluate a) agency policy and b) agency methods for integrating land use and transportation. This Core Program intends to direct staff resources in a strategic fashion towards analyzing the connections between transportation and land use, housing, environment, human services, and economic development.
2. Integral to the success of CMAP's policy work is the continued provision of staff support to the CMAP Board, the MPO and the committees that report to both policy boards.
3. Develop methods for addressing and solving regional issues and disseminating up-to-date data and assistance to municipalities.

4. Develop list of regional priorities.
5. Strategy research papers and dissemination.
6. Continue to develop a framework for analyzing the costs and benefits of Developments of Regional Importance.
7. Update the CMAP 2005 strategic plan.
8. Develop a Unified Work Program.

Products and completion schedule:

Product	Product Type	Completion Date:
Regional Priorities	Plan/Program	On-Going
Strategy Research and Dissemination	Outside Distribution	On-Going
CMAP Strategic Plan Update	In-house	June 2009
Developments of Regional Importance	Plan/Program	On-Going

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 1,723,088



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,611,087	Staff (including overhead)
\$ 112,000	Other costs (specify purpose):
	Commodities - \$62,000
	Contracts - \$50,000
	Contract Purposes:
	Strategic Planning (\$50,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 122.8

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Congestion Management Process

Sponsoring Agency: CMAP

Project Description

Purpose: This core program project addresses the need to effectively manage the region's transportation system. The management and operational strategies developed will include intelligent transportation systems, bicycle and pedestrian policies, managed lanes, transit enhancements and improvements to the freight system. Efforts to improve the safety of the transportation system will be a special focus within this project. .

Core Element Addressed/Supplemental: Congestion Management Plan

Justification: How does this project address core MPO responsibilities?: The development and operation of a process satisfying the congestion management requirement will be accomplished under this project. A number of corridor-level studies will be conducted to identify implementable strategies aimed at reducing congestion. One of the elements of the federally required Congestion Management Process is performance monitoring. This work task will encompass data collection, analysis and reporting. Areas to be emphasized include safety with the collection and analysis of crash data; maintaining and expanding the signal inventory while exploring potential applications of this information; and freight.

Major Tasks:

1. Performance monitoring: data collection, analysis, and reporting.
2. Congestion Management Process and corridor-level studies to identify implementable strategies aimed at reducing congestion.
3. Continued development of Intelligent Transportation Systems (ITS) architecture and support for the Advanced Technology Task Force.
4. Strategy implementation including bicycle and pedestrian plan implementation.

Products and completion schedule:

Product	Product Type	Completion Date:
Data Collection, Analysis, and reporting related to Performance Monitoring	Plan/Program	On-Going
Quantitative Evaluation Measures for benefits of ITS projects and operations techniques	Outside Distribution	December 2008
Strategy Implementation: Identification of operational and capital investments	Plan/Program	On-Going
Freight analysis and bicycle and pedestrian plan implementation	Outside Distribution	On-Going

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost: \$1,003,788



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 886,188	Staff (including overhead)
\$ 117,600	Other costs (specify purpose):
	Commodities - \$17,600
	Contract- Strategic Initiatives \$100,000

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 87.5

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Transportation Improvement Program

Sponsoring Agency: CMAP

Project Description

Purpose: Develops the region's TIP. Federal, state and local legislation and regulations must be analyzed and influenced to assure CMAP's TIP addresses regional priorities identified through existing Plans and the evolving GO TO 2040 Plan. The region is required to develop and maintain a fiscally constrained TIP which, together with the region's Plan, is conformed to the State's Implementation Plan to attain national ambient air quality standards. In addition to the regional priorities and fiscal and air quality considerations, regulatory elements must be addressed in the TIP.

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?: The region, through the MPO, is required to develop and maintain a fiscally constrained TIP which conforms to the State's Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, other federal and good planning elements are addressed within the TIP. There is a federal requirement for an awards and obligations report and a need to portray the TIP to the public in an easy to understand manner, including the use of visualization techniques. An important element of the TIP which is the responsibility of the Policy Committee of the MPO is the programming of the Congestion Mitigation and Air Quality Improvement Program.

Major Tasks:

1. TIP development and conformity as well as changes and amendments.
2. Develop visualization techniques for programmed transportation and non-transportation projects and dissemination of this information to partners and the public.
3. Develop, monitor, and improve methodologies for the CMAQ program.

Products and completion schedule:

Product	Product Type	Completion Date:
TIP with periodic updates and/or amendments	Plan/Program	On-Going
Awards and obligation report	Outside Distribution	February 2008
CMAQ Program	Plan/Program	October 2008
Conformity Analysis	Outside Distribution	On-Going

Optional: Additional information on products can be placed here: A strategic early deployment plan update will be available in December 2008. Visualization techniques for programmed transportation and non-transportation projects will also be developed and disseminated in this fiscal year.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost: \$ 1,145,966



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,131,466	Staff (including overhead)
\$ 14,500	Other costs (specify purpose): Commodities - \$14,500

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 98.7

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Plan Implementation and Technical Assistance

Sponsoring Agency: CMAP

Project Description

Purpose: Direct assistance to local planning entities to support coordination and consistency between local plans and the Regional Transportation Plan.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Providing technical assistance to directly support local planning activities- especially in areas lacking technical capacity- helps ensure coordinated planning at the local level with the priorities of regional plans and project priorities. Highway and Transit Assistance to project implementers, including support for transit New Starts projects will also be included under this program.

Major Tasks:

1. Based upon policies and strategies adopted in the CATS RTP, NIPC Common Ground, and the ongoing 2040 Regional Comprehensive Planning process, provide planning skills to local partners and develop technical assistance tools.
2. Provide direct assistance to local agencies and officials to support coordination and consistency between local plans and regional planning efforts.
3. Provide technical data and modelling resources to local communities and municipalities.
4. Provide Highway and Transit Assistance to project implementers, including support for transit New Starts projects.
5. Planning Commissioner training and county planning coordination.
6. Development of an on-line technical assistance clearinghouse.

Products and completion schedule:

Product	Product Type	Completion Date:
Planning Commissioner Training	Outside Distribution	On-Going
Technical Assistance Clearinghouse	Outside Distribution	On-Going
Small Area Traffic Forecasts and Responses to various data requests	Outside Distribution	On-Going
Local Planning Assistance to county and municipal governments	Outside Distribution	As Needed

Financial Data

State FY 09 UWP Project Budget:

Amount Requested \$ 881,880



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 743,880	Staff (including overhead)
\$ 138,000	Other costs (specify purpose: Commodities - \$38,000 Contract - Technical Data Development \$100,000

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 84

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Data Development and Analysis

Sponsoring Agency: CMAP

Project Description

Purpose: To create, maintain, and disseminate a timely, ongoing, and coordinated data and information sharing program that will provide the best available data on the region. This Core Program includes a publicly accessible mechanism for data access and distribution.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: In its enabling legislation, CMAP is charged with being the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, forecasting and modeling.

Major Tasks:

1. Significantly expand Web Services capability to permit real time data exchange, internet mapping and provision of data resources to partners and general public.
2. Maintain agency IT resource.
3. Preparation of primary datasets.
4. Data exchange and dissemination for regional planning and policy indicators.

Products and completion schedule:

Product	Product Type	Completion Date:
Expanded Web Interfaces for Data Exchange and Dissemination	Outside Distribution	April 2009
Maintain Agency IT resource	In-house	On-Going
Enhance Internet Mapping Capabilities	Outside Distribution	April 2009
Land Use Inventory- Automation and Remote Sensing	Outside Distribution	On-Going

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 4,385,557



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,697,357	Staff (including overhead)
\$ 2,688,200	Other costs (specify purpose:
	Commodities - \$91,000
	Interns - \$27,200
	Purchase data, software, hardware & engineering support - \$2,070,000
	Total Contracts - \$500,000
	Contract purposes: Real Time Data Dissemination (\$250,000), Modeling research (\$250,000)

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 159.0



MEMORANDUM

To: UWP Committee

Date: February 14, 2008 (UPDATED May 8, 2008)

From: Matt Maloney

Re: Employee Positions Covered by CMAP FY 2009 UWP Proposal Submissions

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
EMPLOYEE POSITIONS
FY 2009 UWP**

<u>Position Level/Title</u>	<u>No. of Positions</u>
Assistant	
Outreach	1
Planner	8
Analyst	5
Associate	
Outreach	2
Planner	12
Analyst	8
Graphic Designer	1
Project Administrator	1
Senior	
Outreach	1
Planner	12
Analyst	5

<u>Position Level/Title</u>	<u>No. of Positions</u>
Principal	
Planner	4
Analyst	1
Management	
Communications	1
Deputy Executive Director	4
Chief of Staff	1
Executive Director	1
Total	68

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MEMORANDUM

To: UWP Committee
Date: February 14, 2008
From: Matt Maloney
Re: CMAP Contracts and Purchases for FY 2009

CONTRACTS

Long Range Planning

Public Relations	\$50,000
Public Involvement for scenario evaluation	\$50,000
Assistance on Snapshot reports	\$50,000
Refinement/continuation of strategy research	\$75,000
Indicators measurement and projection	\$150,000
Assistance with scenario construction and description	\$50,000
Assistance with development of capital project	
Evaluation process	\$25,000
Financial Scenarios	\$200,000
Total	\$650,000

Short Range Programming and Plan Implementation

Technical data development	\$100,000
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Policy Development and Strategic Initiatives

Strategic initiatives	\$100,000
Strategic planning	\$50,000
Total	\$150,000

Memo to: UWP Committee
Page 2

Data Development and Analysis

State of the region report	\$100,000
Real Time Data Dissemination	\$250,000
Modeling research	\$250,000

PURCHASES

Data Development and Analysis

Commercial Data	\$200,000
Survey Data Collection	\$500,000
IT hardware, software and engineering support	\$500,000
Financial accounting software	\$350,000
 Total	 \$1,550,000

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CITY OF CHICAGO

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Preliminary Planning

Sponsoring Agency: City of Chicago

Project Description

Purpose: To enable and enhance the participation of the City of Chicago in the development of the region's long RTP and TIP by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to other agencies, citizen groups, elected and appointed officials and the public.

Core Element Addressed/Supplemental: Long Range Transportation Plan

Justification: How does this project address core MPO responsibilities?: To develop an RTP and TIP that truly address the region's transportation problems, local agencies must identify and develop projects in the context of a regional forum. Throughout the year such projects are proposed by elected and appointed officials, department staff, citizen groups, the general public and various interested agencies. CDOT's Preliminary Planning program allows us to analyze such proposals and determine which ones should move forward to more advanced planning and ultimately implementation. By determining a proposals impact on northeastern Illinois we are better able to identify, develop and implement projects for inclusion in the RTP and TIP that result in a more effective transportation system for the region.

Major Tasks: See list attached.

Products and completion schedule:

Product	Product Type	Completion Date:
Planning Studies	Plan/Program	As Needed
Data collection and database development	Outside Distribution	As Needed
Correspondence with individuals, elected and appointed officials and private and public agencies and organizations	In-house	On-Going
Conceptual plans, coordination with public and private developments and plans	In-house	As Needed

Optional: Additional information on products can be placed here: Also, (1) input into the City's capital improvement program, (2) participation on technical committees and task forces related to major studies and programs.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 400,000



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 360,000	Staff (including overhead)
\$	Other costs (specify purpose):

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 30

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Coordinating Planner I	Manage and develop information for planning studies that respond to existing and future transportation needs; Identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects & policies	10
Coordinating Planner I	Conduct scoping of City projects, develop implementation schedules, budgets, etc; participate with community organizations, institutions and individuals in defining capital project scopes prior to preliminary engineering	10
Coordinating Planner I	Respond to written and oral requests and inquiries; develop & process necessary agreements; assist other public agencies on planning projects	4
Coordinating Planner I	Coordinate projects with other government agencies and private developers	4
Coordinating Planner I	Develop budget, and impact information for CMAQ program	2

**CDOT'S PRELIMINARY PLANNING PROPOSAL
ADDITIONAL INFORMATION ON MAJOR TASKS**

*Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and, with consultants, develop implementation schedules, budgets, etc.

*Collect data and develop databases to assist in the planning studies by the City and other agencies and organizations

* Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.

*Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.

*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.

*Review plans for land use and major developments to ensure consistency with City guidelines for transportation service and infrastructure

*Consult with project implementors during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.

*Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.

*Develop and process agreements with the private sector for joint implementation of transportation programs/projects.

*Review transportation-related legislation, regulations, policies and subregional/local plans

*Respond to written and oral requests and inquiries.

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: City of Chicago Transportation Planning and Programming

Sponsoring Agency: City of Chicago

Project Description

Purpose: To support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process, including the development of the RTP and the TIP, as required by Federal legislation. Such policy, funding and planning assistance facilitates the full and effective participation by City officials.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?:

1-Transportation Improvement Program: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.

2-Long Range Transportation Plan: Assist the development of a regional comprehensive plan by developing and representing the City of Chicago's transportation plans and programs in the regional process.

3-Unified Work Program: Advance the goals and focus areas of this program through the participation of the City of Chicago.

4-Congestion Management Plan: Participate in the region's congestion mitigation programs.

5-Public Involvement Plan: Assure public involvement at the project level through the CIP development process and other public involvement activities.

Major Tasks: See attached scope for detail.

Products and completion schedule:

Product	Product Type	Completion Date:
Interaction with elected officials and various public and private agencies and organizations	Outside Distribution	As Needed
Capital Improvement Program	Plan/Program	June 2009
Planning Studies	In-house	On-Going
City's portion of the TIP	Plan/Program	On-Going

Optional: Additional information on products can be placed here: See attached scope for detail.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 560,000



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 560,000	Staff (including overhead)
\$	Other costs (specify purpose):

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 54

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Coordinating Planner I	Manage and develop information for planning studies that respond to existing and future transportation needs; Identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects & policies	10
Coordinating Planner I	Conduct scoping of City projects, develop implementation schedules, budgets, etc; Participate with community organizations, institutions and individuals in defining capital project scopes prior to preliminary engineering	10
Coordinating Planner I	Respond to written and oral requests and inquiries; develop & process necessary agreements; Assist other public agencies on planning projects	4
Coordinating Planner I	Coordinate projects with other government agencies and private developers	4
Coordinating Planner I	Develop budget, and impact information for CMAQ program	2
Two (2) Coordinating Planner II positions	Develop the City's annual and multi-year programs for inclusion in the TIP. Prepare information for input into the fiscal forecast and participate in the development of the financial plan.	12
Project Director	Participate in the analysis of Transportation Control Measures. Prepare periodic reports. Monitor progress of the TIP Conformity Analysis. Analyze RTP for impact on City's portion of the TIP	5
City Planner IV	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.	7

Optional: Information on additional staff involvement can be placed here:

The 5 Coordinating Planner I personnel identified above participate in all activities assigned to each. The 2 Coordinating Planner II personnel (listed in the same row due to space constraints) and the City Planner IV and the Project Director participate in all activities assigned to each.

Optional: Comments on core planning activities not covered by UWP funding: The

Federal planning funds received do not cover the entire cost of the preliminary planning and TIP related activities. Additional funds will be sought in the competitive phase for expenses related to consultant activities.

ADDENDUM TO THE CITY OF CHICAGO'S
APPLICATION FOR FY 09 UWP CORE SUPPLEMENTAL FUNDING

Proposed FY09 Scope of Services

I. Surface Transportation Capital Improvement Program Assistance

- a. As needed for the planning, programming and monitoring of federal surface transportation capital improvement funds:
 - i. Schedule project kick off meeting 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.
 - v. Participate in City council meetings as needed including drafting and submitting of the annual highway ordinance.

- b. Coordinate with appropriate IDOT Bureaus, CMAP, other City of Chicago Departments including the Mayor's Office, the Office of Budget and Management, elected officials and other entities as needed to assure the timely progress of projects.
 - i. Monitor Department project status sheets to report discrepancies and actions necessary to remedy; supply to Local Roads and CMAP.
 - ii. Submit TIP changes in the correct format according to the developed schedule.
 - iii. Attend IDOT's federal/state/local coordination meetings for local projects at the district.
 - iv. Provide additional information on status of projects to appropriate City personnel and outside agencies.
 - v. Provide CMAP information on program issues as they occur.
 - vi. Prepare Individual Project Agreements (IPAs) for City of Chicago construction projects, based on IDOT standard local agency agreement language, identifying the funding participants.

II. STP Program Development

- a. Coordinate with other CDOT divisions, City departments and elected officials to prioritize project funding needs in an on-going basis and revise if necessary, in keeping with federal regulations, City priorities and funding constraints.
- b. Coordinate with appropriate City personnel and outside agencies to secure and obtain federal funding.
- c. Coordinate with appropriate City personnel and other agencies as needed to adhere to the established TIP schedule.
- d. Develop an annual and a multi-year program, which are fiscally constrained and realistic in terms of implementation time frame. Submit programs to CMAP in

conjunction with the TIP development schedule and associated deadlines and revise as necessary.

III. 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 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.

IV. Technical Assistance and Studies

- a. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and develop alternatives, schedules, budgets, etc.

- b. Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
- c. Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
- d. Participate with community organizations, institutions and individuals in evaluation of traffic and other transportation operations and in defining capital project scopes of work prior to preliminary engineering.
- e. Consult with project implementors during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
- f. Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
- g. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- h. Review transportation-related legislation, regulations, policies and subregional/local plans
- i. Respond to written and oral requests and inquiries.
- j. Assist other public agencies on planning projects.

V. 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.

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: CTA Rail Station Access Mode Survey

Sponsoring Agency: Chicago

Project Type New Project

Project Description

Purpose: This project would conduct in-field surveys to determine the mode split and related information for trips to various CTA stations within the City of Chicago

Regional Focus Area: Providing Technical Assistance

Please explain how this project relates to a regional focus area: This will fill a gap in regional transit-related data and will be of use in planning site selection for future phases of access improvement program at transit stations (e.g. Walk-to-Transit project, bicycle parking, park and ride) and CTA/City of Chicago Transit Oriented Development studies and projects. Comparable information is already available for Metra stations as part of past studies.

Major tasks:

1. Confirm Methodology and stations to be evaluated
2. Field Surveys
3. Data Cleaning and analysis
4. Final Report

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Metra's access to transit data collection will serve as role model. Existing CTA turnstile counts will be used in site selection. (Efforts will be synchronized with Extended Pedestrian Counts also applied for in FY09 UWP)

Products and completion schedule:

Product	Product Type	Completion Date:
Methodology and Sampling Plan	In-house	April 2009
Data Collection/Cleaning Status Memo	In-house	On-Going 2009
Final Report	Select	December 2009

Optional: Additional information on products can be placed here: Final report data will be provided to RTA for integration into RTAMS station-by-station reports.

Future activities or subsequent studies resulting from this project: Transit Oriented Development studies and projects. Site selection for future phases of Walk-to-Transit, Bicycle Parking, and Park and Ride Improvements.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 155,000



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 20,000	Staff (including overhead)
\$ 135,000	Consultant or pass-through
\$	Other costs (specify purpose):

Total Person Months (FY 09): 3 + consultant

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Chicago South Lakefront Transportation Study

Sponsoring Agency: Chicago

Project Type New Project

Project Description

Purpose: The purpose is to analyze transportation needs in the South Lakefront Area of Chicago and recommend transportation improvements. The area extends from Chicago's Central area to the Hyde Park and nearby areas, and includes activity centers such as McCormick Place and Soldier Field. The study will examine both trips within the Central Area and trips between the Central Area and Chicago's neighborhoods. Opportunities made available by the possible future vacation of CN railroad tracks will be considered.

Regional Focus Area: Comprehensive Regional Plan Development

Please explain how this project relates to a regional focus area: The evaluation of alternatives are expected to lead to an alternative or alternatives that would be candidates for inclusion in the region's long range transportation plan.

Major tasks:

1. Study of land use and changes in land uses;
2. Identification of existing and future transportation needs,
3. Development and definition of potential alternatives,
4. Evaluation of alternatives,
5. Financial plan.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Chicago Central Area Plan, Central Area Action Plan (in progress), plans for the Olympics, studies of the Central Area Bus Rapid Transit System, Reconnecting Neighborhoods study (in progress), Chicago Trail Plan, Chicago land use plans, US Census and CMAP travel surveys.

Products and completion schedule:

Product	Product Type	Completion Date:
Report	Plan/Program	December 2009

Future activities or subsequent studies resulting from this project: Alternatives analysis (if major investment recommended), environmental review, and engineering

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 212,500



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 30,000	Staff (including overhead)
\$ 182,500	Consultant or pass-through
\$	Other costs (specify purpose):

Total Person Months (FY 09): 5

COUNCIL OF MAYORS

FY 09 UWP PROPOSAL FORM

CORE AND CORE SUPPLEMENTAL PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Subregional Transportation Planning, Programming and Management (Core)

Sponsoring Agency: Regional Council of Mayors

Project Program (Check One): Core Supplemental Core

Project Description

Purpose: To provide for strategic participation by local officials in the region's transportation planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP assistance and development, general liaison, technical assistance, and research.

Core Element Addressed/Supplemental : Transportation Improvement Plan, Long Range Transportation Plan, Unified Work Program, Congestion Management Plan, Public Participation Program

Focus Area (if applicable): Staff work in support of focus areas will be submitted as part of the Discretionary Program Element (Competitive Selection) of the UWP.

Justification: How does this project address core MPO responsibilities?: Through the Planning Liaison (PL) Program, the Council of Mayors provides a link between CMAP and the suburban Mayors. PL staff coordinates with CMAP and other local, regional and state transportation agencies to support the integration of transportation and land use in the Long Range Plan, subregional corridor planning, data collection, ITS initiative, etc. Each council manages an STP program that is integrated into the Transportation Improvement Program. PL staff work to advance the goals and focus areas of the Unified Work Program and Congestion Management System throughout the region. The PL Program provides a forum for municipal education and involvement in support of CMAP's Public Participation Program.

Major Tasks: See attached Council of Mayors scope for detail. (Please note that several tasks include activities that will be submitted as part of the Discretionary Program Element (Competitive Selection) of the UWP.)

Products and completion schedule:

Product	Product Type	Completion Date:
FY 08-13 STP programs	Plan/Program	On-Going
Updated project ranking methodologies	Outside Distribution	As Needed
Municipal improvement project applications (CMAQ, RTAP, etc.)	Plan/Program	As Needed
FY 09 Quarterly Reports	Outside Distribution	Quarterly

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 1,343,016



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 1,343,016	Staff (including overhead)
\$ 0	Other costs (specify purpose): None

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 180

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
15	Note: See attached Council of Mayors scope for detail. Note: 11 staff @ 80/20 match; four @ 50/50 match	180

Optional: Information on additional staff involvement can be placed here: \$1,343,016 includes \$977,797 in federal funds, \$204,193 in local matching funds at 80/20, and \$161,026 in additional local matching funds at 50/50 (the “overmatch”) (see attached basis for funding request).

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 also receives Discretionary funds to assist CMAP with additional activities, including development of a comprehensive regional plan and studies, projects and programs related to the region’s Focus Areas. The PL Program includes five general task areas described below that will be completed using the Core Supplemental and Discretionary funding allocated in the FY 2009 UWP.

Communication (Core Supplemental/Discretionary)

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

General Liaison (Core Supplemental/Discretionary)

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and providing input on regional planning efforts.

Program Development (Core Supplemental)

The PL staff will facilitate the Surface Transportation Program at the discretion of local Council methodologies while meeting federal requirements. The PL program will assist in the development of sub-regional annual and multi-year multi-modal transportation improvement programs consistent with regional strategies. These efforts will be focused on, but not limited to, the Congestion Mitigation and Air Quality Program, the Enhancement Program and Safe Routes to Schools.

Program Monitoring (Core Supplemental)

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff.

Technical Assistance (Core Supplemental/Discretionary)

The PL program will provide technical support and assistance to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies. The PL staff will assist in the coordination and outreach activities of CMAP in the sub-region.

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Subregional Planning, Programming and Management (Discretionary)

Sponsoring Agency: Regional Council of Mayors

Coordinating Agencies: Regional Council of Mayors and/or

Project Type

Project Description

Purpose: To provide for strategic participation by local officials in the regional planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing local liaisons to regional activities, facilitating communication between local and regional stakeholders, and coordinating local technical assistance for regional programs, projects, and research.

If the project relates to a regional focus area, please explain: CMAP has consistently expressed the need for Planning Liaisons to support its role in regional planning and in the integration of regional planning and transportation. This request recognizes the vital role that PLs play in linking CMAP to the region's municipalities. These funds will cover Planning Liaison/Council work in support of the Region's Focus Areas, including:

- Integration of Transportation and Land Use Planning
- Congestion Relief (Multi-Modal) (Management, Research and Analysis)
- Environmental Impacts of Transportation Decisions
- Development of Comprehensive Regional Plan
- Transportation's Role in Economic and Community Development
- Jobs-Housing-Transportation Planning
- Transportation Issues for Seniors and People with Disabilities
- Financing the Transportation System
- Public Involvement in Transportation and Comprehensive Planning
- Providing Technical Assistance

Major tasks: Communication, General Liaison, and Technical Assistance (see attached Council of Mayors scope for details).

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): These activities build on work that the Council of Mayors has successfully accomplished over twenty years to link the region's Metropolitan Planning Organization to the region's 272 municipalities and their elected officials.

Products and completion schedule:

Product	Product Type	Completion Date:
Products in support of the Region's Focus Areas.	Plan/Program	As Needed
Municipal improvement project applications	Plan/Program	As Needed
FY 09 Quarterly Reports	Plan/Program	Quarterly

Optional: Additional information on products can be placed here: N/A

Future activities or subsequent studies resulting from this project: To be determined based on CMAP and Council activities.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 173,307



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 173,307	Staff (including overhead)
\$ 0	Consultant or pass-through
\$ 0	Other costs (specify purpose): N/A

Total Person Months (FY 09): 27

CTA

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Program Development

Sponsoring Agency: CTA

Project Description

Purpose: Improve CTA capital program coordination with regional Transportation Improvement Program (TIP).

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?: Facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program

Major Tasks:

- * Develop CTA's capital programs for inclusion in the five-year regional TIP.
- * Identify and analyze potential capital projects for funding eligibility.

Products and completion schedule:

Product	Product Type	Completion Date:
Annual Report	In-house	June 2009

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 323,400



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 323,400	Staff (including overhead)
\$	Other costs (specify purpose):

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 36

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Technical Staff	Solicit proposals/projects from CTA business units; Review unfunded needs lists; Examine current five-year program on an on-going basis; Reassess project readiness and schedule; Assess project viability; Perform cost-benefit analysis;	36
	Develop scope schedule, budget, and cash flow estimates; Verify compliance and eligibility issues for historic properties; Determine need for and prepare environmental assessment, as warranted; Analyze program mark;	
	Align projects to efficiently utilize marks; Develop program into TIP database; Monitor projects and provide Quarterly Reports.	

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Transit Oriented Development Strategy

Sponsoring Agency: CTA

Project Type New Project

Project Description

Purpose: The Chicago Transit Authority (CTA) is pursuing a TOD agenda, in collaboration with the City of Chicago and the Regional Transportation Authority, as a way to respond to capital funding shortfalls, foster more vibrant neighborhoods, and mitigate the negative effects of climate change on quality of life.

The purpose of this project is to develop a TOD Strategic Plan, which will include a series of typologies that will guide the scale, nature and type of development that is desired and feasible at each station. It will also include a matrix ranking station areas and other transit nodes on various factors related to development potential, including, but not limited to, community support, market demand, property ownership, potential for ridership growth, and connections between CTA bus and rail, Metra and Pace service. Community input will be solicited to guide the development of the typologies and prioritization of station areas, as well as future stages of transit-oriented development.

Regional Focus Area: Transportation's Role in Economic/Community Dev

Please explain how this project relates to a regional focus area: CTA's Transit Oriented Development partnership with the City of Chicago and Regional Transportation Authority is intended to use investment in transit as an economic development tool. It builds on the growing recognition that TODs - a strong mass transit system and neighborhoods built around transit - offer enhanced quality of life and positive environmental benefits.

Major tasks:

- 1: Develop a series of typologies to guide the scale, nature and type of development that is desired and feasible at each station.
- 2: Gather community input

- 3: Review and rank development opportunities across CTA System
- 4: Document recommendations and typologies (for both internal and external use) and present key findings to community

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): CTA Guidelines for Transit Supportive Development. CMAP 2030 Regional Transportation Plan (RTP). CMAP 2040 Regional Framework Plan. City of Chicago Central Area Plan. City of Chicago Chicago Climate Action Plan (forthcoming, Spring 2008).

Products and completion schedule:

Product	Product Type	Completion Date:
Typologies	Outside Distribution	December 2008
Summary of Community Input	Outside Distribution	April 2009
Matrix comparing and ranking development opportunities	In-house	May 2009
Strategic Plan Document	Outside Distribution	July 2009

Optional: Additional information on products can be placed here: The strategic plan document will include a component that summarizes this phase of TOD planning and can be used as a reference by CTA and our partners as we move forward with Transit Oriented Development. It will also include materials (potential printed, electronic and in other useful formats) that summarize the key elements of CTA's TOD efforts and can be used to educate members of the community about the benefits of TOD and the station area Typologies.

Future activities or subsequent studies resulting from this project: The prioritization of station areas and other transit nodes, along with the typologies will be used by CTA and its partners to develop more detailed station area plans for priority stations and to solicit private investment around transit stations.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 318,750



Expense Breakdown for UWP Expenditures

\$ 65,000	Staff (including overhead)
\$ 208,750	Consultant or pass-through
\$ 45,000	Other costs (specify purpose): materials for public outreach

Total Person Months (FY 09): 4

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: 2008 Regional Rider and Non-rider Travel Behavior and Attitudes Survey

Sponsoring Agency: CTA

Project Type New Project If continued, FY 08 UWP #

Project Description

Purpose: This project intends to provide ongoing, reliable information for CTA riders and non-riders in the City of Chicago, Cook, DuPage, Kane, Lake, McHenry and Will counties. Study objectives focus on CTA market penetration, consumer mode choice decisions, rider and non-rider demographic profiles, frequency of ridership, perceptions of safety, and customer usage of services and programs.

Regional Focus Area: Public Involvement in Transportation Comp. Plan

Please explain how this project relates to a regional focus area: This project solicits public attitudes about transit services to help us understand how to better appeal to current non-riders. This data is needed to inform CTA management about promotion of CTA services to regional non-riders, develop new or modified services, and evaluate its consumer oriented market policies and other major policies. Moreover, RTBAS will be used to calibrate and correct all future system-level surveys.

Major tasks: CTA has already received proposals for professional consulting services to assist in the development and implementation of services. No contract has been awarded. Major tasks would include:

- 1) review of literature and background information;
- 2) design survey tool;
- 3) field survey;
- 4) analyze collected data;
- 5) prepare final summary report outlining major findings and resulting recommendations.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): 2003 CTA Market Segmentation Survey and 2000 Traveler Behavior and Attitudes Survey.

Products and completion schedule:

Product	Product Type	Completion Date:
Status Reports	Plan/Program	On-Going On-Going
Target Market Opportunities	In-house	July 2009
Project Summary Report	Outside Distribution	August 2009

Optional: Additional information on products can be placed here:

Future activities or subsequent studies resulting from this project: The findings will help guide the development of an action plan for increasing current ridership through the enticement of regional non-riders and occasional riders. The findings will also draw conclusions about regional transit strongholds and determine mode choice/decision-making among City of Chicago and collar county riders and non-riders. This data will guide marketing and promotional campaigns and action plans for increasing ridership.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 281,250



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 15,000	Staff (including overhead)
\$ \$266,250	Consultant or pass-through
\$	Other costs (specify purpose):

Total Person Months (FY 09): 3

METRA

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Program Development

Sponsoring Agency: Metra

Project Description

Purpose: Program Development incorporates capital transit planning and programming to address regional transportation improvement efforts, congestion management, safety and security planning, proactive public participation, and development and monitoring of a fiscally constrained TIP.

Core Element Addressed/Supplemental: Multiple Elements

Justification: How does this project address core MPO responsibilities?: Metra is responsible for developing the capital and operating programs necessary to maintain and enhance commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: Regional transportation planning efforts: Transit planning; Private providers coordination; Planning with protected populations; Safety and security planning; Proactive public involvement process through documents for public review and comment; Facilitation of communication between local and regional governmental entities. Extensive range of activities are done prior to TIP submittal (data collection & analysis, financial planning & analysis) contribute to products of MPO responsibility.

Major Tasks: Program and budget amendments; environmental reviews; TIP revisions; database management for rolling stock, track & structure, bridges, signal and electrical equipment, facilities, stations, parking; capital investment/financial analysis

Products and completion schedule:

Product	Product Type	Completion Date:
Preliminary Program and Budget	Outside Distribution	October 2008
Final Program and Budget	Outside Distribution	November 2008
TIP Submittal	Outside Distribution	December 2008
Public Involvement briefing materials	Outside Distribution	November 2008

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 400,000



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 400,000	Staff (including overhead)
\$	Other costs (specify purpose):

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 42

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Section Chief	Program coordination,development,cap. inv. analysis	9
Section Chief	Briefing materials for public involvement	2
Section Chief	Coordination of Environmental Reviews	1
Prog. Coordin.	TIP submittals & Capital program prep & revisions	8
Prog. Coordin.	Briefing materials for public involvement	2
Prog.Coordin.	Database management, financial analysis	2
Prog. Coordin.	Development of capital programs	12
Division Director	Coordination of all program development document reviews, approvals and submittals	6

Optional: Information on additional staff involvement can be placed here: Multiple departments within Metra contribute to products of Program Development staff while not charging their time to this project.

Optional: Comments on core planning activities not covered by UWP funding: Activities for which UWP funding is not proposed includes further financial planning and development participation by various Metra departments and contract carriers as well as costs for document reproduction.

PACE

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Customer Satisfaction Index Survey and Loyalty Program

Sponsoring Agency: Pace

Project Description

Purpose: The purpose of the program is to objectively and consistently evaluate services from the customers' point of view and to develop action plans to increase customer satisfaction/retention, farebox recovery ratio, and ridership on Pace services. The project will cover the entire family of Pace services to include Fixed Route, Vanpool, and Paratransit.

Core Element Addressed/Supplemental: Congestion Management Plan

Justification: How does this project address core MPO responsibilities?: Customer satisfaction is one of Pace's performance measures and needs to be assessed regularly. The level of satisfaction of Pace customers ascertained through surveys, customer panels, personal interviews and other means of system evaluations to improve service and retain and increase ridership. The expansion of customer satisfaction measurement from fixed routes and Vanpool to Paratransit allows Pace uncover the problems with all service types and address the issues and concerns of all riders.

Major Tasks:

- 1) Conduct annual customer satisfaction surveys for Fixed Route, Vanpool, and Paratransit services;
- 2) Implement/support continuous online customer panel;
- 3) Implement/support continuous in-person bus operator interviews;
- 4) Support a closed-loop customer retention/loyalty program;
- 5) Implement a transit education program for new customers.

Products and completion schedule:

Product	Product Type	Completion Date:
RFP for Consultant	In-house	January 2009
Fixed Route CSI Survey	Outside Distribution	August 2009
Vanpool CSI Survey	Outside Distribution	October 2009
Paratransit CSI Survey	Outside Distribution	December 2009

Optional: Additional information on products can be placed here: Implement in-person bus operator interviews to collect their observations and perceptions of service provided; initiate a transit education program for new customers/senior citizens to increase ridership and address the transportation needs of individuals who would otherwise be greatly limited in mobility.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 278,750



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 50,000	Staff (including overhead)
\$ 228,750	Other costs (specify purpose): Consultant fees for three CSI survey projects: Fixed Routes, Vanpool, and Paratransit; printing questionnaires, promotional materials for all three projects

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 12

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
CSI Analyst	Prepare all electronic data files on ridership; update and order necessary survey supplies, organize the distribution and collection process, pack all questionnaires and survey supplies by divisions and contract carriers, collect the surveys, orga	12
	nize and store the survey supplies, determine the response rate by each division and contract carrier, mail the questionnaires to the consultant for processing	12

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Rideshare Services Program

Sponsoring Agency: Pace

Project Description

Purpose: The new Pace Rideshare Program seeks to support individuals and employers in developing carpools and vanpools in support of regional plan objectives.

Core Element Addressed/Supplemental: Congestion Management Plan

Justification: How does this project address core MPO responsibilities?: Ridesharing is recognized as a major component of management and operational planning strategies that increase operational efficiency of highway and arterial roads, lengthen the life-span of capital infrastructure investments, reduce dependency on limited fuel supplies, promote sustained high occupancy vehicle travel behavior and improve air quality. The goal of the marketing program is to increase ridesharing participation by directing people to PaceRideShare.com, which features Pace's new GreenRide ridematching system. The system will have the capability of tracking regional emissions reductions when participants report their commuting data.

Major Tasks:

1. Develop, produce, and distribute Pace RideShare information piece(s).
2. Select and procure promotional giveaway items.
3. Continue to improve the functionality and design of the pacerideshare.com website.

Products and completion schedule:

Product	Product Type	Completion Date:
Promotional Items	Outside Distribution	As Needed
Website updates and maintenance	Plan/Program	On-Going
Fuel Cards	Outside Distribution	On-Going

Optional: Additional information on products can be placed here: Examples of promotional items include brochures/pamphlets, photo/video production, and giveaways (ie pens, keychains, etc.) Fuel Cards will be used as raffle prizes to reward carpool groups who report their commuting information.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 174,000



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 24,000	Staff (including overhead)
\$ 150,000	Other costs (specify purpose): pass-through/ consultancy & fuel card purchase.

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 4

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Manager Business Development	Management oversight	2
Business Development	Staff support	2

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: TIP Development & Monitoring

Sponsoring Agency: Pace

Project Description

Purpose: To develop a fiscally constrained Suburban Bus Capital Improvement Program for the NE Illinois region which is consistent with and supportive of regional comprehensive plans. Participate in the TIP and CMAQ development process and provide support for the air quality conformity analysis of Capital Projects.

Core Element Addressed/Supplemental: Transportation Improvement Program

Justification: How does this project address core MPO responsibilities?: This project would address the Transportation Improvement Plan of the five Federally required products of the Metropolitan Planning Organization. In addition, it would provide for support of those five Federally required products.

Major Tasks:

1. Participate in TIP and CMAQ development process.
2. Develop Pace Five Year Capital Plan fo FY 2009-2013.
3. Update TIP to include all new project information for 2009-2013.
4. Provide analysis of Capital projects identifying impact on air quality for CMAQ conformity.
5. Monitor progress of the TIP Conformity Analysis.

Products and completion schedule:

Product	Product Type	Completion Date:
Pace TIP element	In-house	On-Going
Pace Fiscal Year 2009-2013 Capital Program	In-house	December 2008
Monitor TIP Projects	In-house	On-Going

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 150,000



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$ 150,000	Staff (including overhead)
\$	Other costs (specify purpose):

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09): 18

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
Senior Grants Administrator	Develop and administor Grants Projects, TIP analysis and monitoring of Program	12
Senior Project Manager	Various support functions, TIP monitoring	6

RTA

FY 09 UWP PROPOSAL FORM

CORE PROJECTS

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Regional Travel Markets and System Assessment

Sponsoring Agency: RTA

Project Description

Purpose: Analyze regional travel markets using the new CMAP travel inventory and other data sources to develop a composite picture of current travel in the region. Assess the performance of the existing transportation system. Develop core transit strategy for each travel market in the region to develop RTA's strategic and CMAP comp plan.

Core Element Addressed/Supplemental: Long Range Transportation Plan

Justification: How does this project address core MPO responsibilities?: Understanding travel and performance of transportation system supports the development of the RCP

Major Tasks:

- 1) Analyze CMAP travel inventory, assemble other data Develop market taxonomy.
- 2) Characterization of existing markets in terms of size, shares, characteristics and change
- 3) Assess how well the transportation system is serving major markets. Findings will be synthesized into major mobility issues
- 4) Develop transit strategies for markets

Products and completion schedule:

Product	Product Type	Completion Date:
Market Composites	Outside Distribution	
System Performance	Outside Distribution	
Transit Service Strategies	In-house	

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 368,750



<u>Expense Breakdown for Core UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 368,750	Other costs (specify purpose): Consultant

Staff Time Breakdown for Core UWP Expenditures

Total Person Months (FY 09):

Detailed description of staff time and responsibilities for core projects:

Staff Position	Tasks on Core Project	Person Months
rta mgr	project mgmt and all tasks	3
rta sr planner	all tasks	7
rta others	#1 and #3	2
cmap sr analyst	travel demand analysis	1
cmap assoc	travel inventory data processing	2

Optional: Information on additional staff involvement can be placed here: RTA staff costs will be contributed to the project. RTA will provide cash match for consultant costs.

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: RTAP: Station Area Plans and Community Transit Improvement Plans

Sponsoring Agency: RTA

Project Type Continued Study

Project Description

Purpose: The purpose of this project is to provide communities with the resources to apply transit supportive planning practices. The project will enable a number of communities to develop station area plans and community transit improvement plans. Station area plans encourage transit supportive development, mixed land use, concentrated development and pedestrian friendly environments. Transit improvement plans provide communities with the resources to investigate and plan for local transit services in conjunction with the development of transit supportive environments. Both types of planning studies are estimated at \$100,000 - \$150,000 per study.

Regional Focus Area: Providing Technical Assistance

Please explain how this project relates to a regional focus area: Each planning project will be conducted through the RTA's Regional Technical Assistance Program (RTAP), which provides extensive technical assistance to community participants. Through this program, several regional focus areas will be addressed: the Integration of Transportation and Land Use; Transportation's Role in Economic/Community Development; Transportation Issues for Seniors and Disabled; and Public Involvement in Transportation and Comprehensive Planning.

Major tasks: Specific tasks for each planning project depend on the type of service proposed, the transit facilities in the planning area, and local community development objectives. Typical tasks include:

1. Data Collection
2. Transit or development market assessment
3. Public involvement

4. Identification of local transit oriented development opportunities or transit service opportunities
5. Conceptual plan development

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others):

The following plans have been produced: North Chicago, Justice, Park Forest, Buffalo Grove, Melrose Park, Elmwood Park, Villa Park, Harvey, Niles, Wood Dale, Riverside, Franklin Park, New Lenox, Mundelein, Winthrop Harbor, Lemont, Richton Park, Brookfield, Wheeling, La Grange, Woodstock, Maywood, Oak Park, Fox River Grove, Morton Grove, University Park, Robbins, Hazel Crest, Riverdale, Evanston, Waukegan, Westmont, Orland Park, Olympia Fields, Tinley Park, Blue Island, and Elmhurst.

Products and completion schedule:

Product	Product Type	Completion Date:
Station Area Plans	Outside Distribution	April 2010
Community Transit Improvement Plans	Outside Distribution	April 2010

Optional: Additional information on products can be placed here: N/A

Future activities or subsequent studies resulting from this project: Transit supportive development and local transit service options.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 650,000


<u>Expense Breakdown for UWP Expenditures</u>	
\$	Staff (including overhead)
\$ 650,000	Consultant or pass-through
\$	Other costs (specify purpose):)

Total Person Months (FY 09): 42

Optional: Information on additional funds or grants that will be used on this project:
Municipal and RTA funds will be used for the local match.

COUNTIES

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Complete Streets Initiative

Sponsoring Agency: Lake County

Project Type New Project

Project Description

Purpose: To establish the policies that will determine the level of routine accommodations for non-motorized travel that should be provided on County Highway projects in order to improve safety for all users. Background regarding purpose: According to the 2001 National Household Travel Survey, bicyclists and pedestrians together account for only ten percent of all trips taken. As an aggregate, however, users of these two modes of transportation account for 13% of all traffic fatalities. In northeastern Illinois, in 2000, there were 132 pedestrian fatality crashes and 5,657 pedestrian injury crashes. Persons between the ages of 5 and 15, while only 15% of the population, were disproportionately represented in 27% of these crashes. While most of these crashes occurred in Cook County, pedestrian travel is more dangerous on a per-trip basis in the collar counties

Regional Focus Area: Integration of Transportation and Land Use

Please explain how this project relates to a regional focus area: This project provides technical assistance, addresses transportation issues for seniors and people with disabilities, provides congestion relief by accommodating non-motorized mode choices, and includes public involvement in the regional transportation/comprehensive plan.

Major tasks:

- 1) An inventory of all County Highways to determine the location of all sidewalks, bike paths and signalized intersections with and without pedestrian signal indications;
- 2) an inventory of all non-motorized land uses and generators (i.e. schools, parks, forest preserves, libraries, etc.);
- 3) an inventory of all transit facilities and routes along County Highways (Metra stations, Pace routes and facilities);
- 4) an inventory of ADA compliance for existing facilities;
- 5) an inventory of facility ownership;

- 6) creation of a database of the above information to put on the LCDOT's GIS System;
- 7) a review of existing LCDOT policies regarding the accommodations for these facilities;
- 8) a survey of surrounding counties' policies; (9) development of policy changes and/or recommendations

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): Year 2020 Transportation Priority Plan for Lake County, Illinois, Soles and Spokes: Pedestrian and Bicycle Plan for Chicago Area Transportation; Healthy Roads Initiative for DuPage County; FHWA: Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach

Products and completion schedule:

Product	Product Type	Completion Date:
Database and/or shape files of existing conditions	Outside Distribution	June 2009
Lake County Complete Streets Policies	Outside Distribution	June 2009

Future activities or subsequent studies resulting from this project: Full implementation of pedestrian and bicycle safety review procedures during phase I engineering studies.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 187,500



<u>Expense Breakdown for UWP Expenditures</u>	
\$ 25,000	Staff (including overhead)
\$ 162,500	Consultant or pass-through
\$	Other costs (specify purpose):

Total Person Months (FY 09): 12

FY 09 UWP PROPOSAL FORM
Discretionary Program Element
(COMPETITIVE PROJECTS)

State Fiscal Year (July 1, 2008 to June 30, 2009)

Project Title: Transportation Component of Kane County's Integrated Long Range Transportation and Land Use Plan

Sponsoring Agency: Kane County

Project Type New Project If continued, FY 08 UWP #

Project Description

Purpose: To develop a 2040 long-range plan that addresses the transportation component of the County's integrated Long Range, Transportation and Land Use Comprehensive Plan.

Regional Focus Area: Integration of Transportation and Land Use

Please explain how this project relates to a regional focus area: The County will will develop an integrated Long Range Transportation and Land Use Comprehensive Plan. The transportation component of the plan will inform, react and coordinate with the land use portion of the comprehensive plan, through various planning alternatives and scenarios.

Major tasks:

1. Consolidate the on-going or recently completed studies (ex. IL 47 Corridor Study, Brier Hill interchange study, North Central Planning Area Study, Planning areas studies).
2. Prepare an existing conditions and systems inventory.
3. Identify and evaluate potential planning strategies, and choose a preferred scenario.
4. Extend the planning horizon from 2030 to 2040 and forecast socioeconomic data to establish future travel demand.
5. Identify and evaluate transportation deficiencies and transportation improvements that are supportive of preferred scenario.
6. Compile recommendations for strategies and major capital projects into a draft recommended plan.
7. Conduct financial analysis by comparing revenues to plan costs.
8. Ensure regional coordination by providing technical data and projections to CMAP and following the regional RCP timeline and process.

9. Ensure local coordination by thoroughly involving local leaders, stakeholders and the public in the process.

Previous efforts and inputs (studies or activities that support or contribute to the current effort, existing data or content created by others): The Regional Comprehensive Plan development process (CMAP), Regional Indicators, data from the regional Land Use Model and U.S. Census Bureau data, Kane County 2030 Transportation and 2030 Land Resource Management Plans, Kane County Paratranist Study, Kane County Transit Opportunity Study, Kane County/Council Bicycle and Pedestrian Plan, Kane County Planning Area Studies, Kane County Impact Fee data.

Products and completion schedule:

Product	Product Type	Completion Date:
Existing conditions and systems Inventory	Outside Distribution	November 2008
Identified potential planning strategies and alternative scenario.	Outside Distribution	January 2009
2040 Scenario Travel Forecast(s)	Outside Distribution	April 2009
Compile recommendations for strategies and major capital projects into a draft recommended plan.	Plan/Program	December 2009

Optional: Additional information on products can be placed here: The financial resources analysis and final transportation element of the comprehensive plan will be released in draft form at the end of 2009 but won't be finalized until late summer 2010. Continued coordination with CMAP will occur throughout the entire process and an extensive public outreach will be ongoing throughout plan development.

Future activities or subsequent studies resulting from this project: Kane County's integrated Long Range, Transportation and Land Use, Comprehensive Plan.

Financial Data

State FY 09 UWP Project Budget:

Total Project Cost \$ 125,000



Expense Breakdown for UWP Expenditures

\$ 0	Staff (including overhead)
\$ 115,000	Consultant or pass-through
\$ 10,000	Other costs (specify purpose): Printing of executive summary, creation of cds and 50 hard copies of the final plan

Total Person Months (FY 09): 36

Optional: Information on additional funds or grants that will be used on this project: Products of this plan will be made available, during plan development, to CMAP for integration into the Comprehensive Regional Plan Development. The plan will also include a strong public involvement component.

FY 2009 UWP APPENDICES

- A** SOURCES OF LOCAL MATCH
- B** OVERHEAD COSTS
- C** CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS
- D** STAFF REQUIREMENT SUMMARY TABLE
- E** COST ALLOCATION PLANS
- F** AUDIT REQUIREMENTS
- G** PROJECT REVIEW COMMENTS
- H** ACRONYM LIST
- I** NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES
- J** UWP DEVELOPMENT PROCESS

APPENDIX A
SOURCES OF LOCAL MATCH

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

CMAP

Legislation passed by the Illinois General Assembly in 2007 provides for a source of funding that will cover the local match requirement.

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

Councils of Mayors and Counties:

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
OVERHEAD COSTS

Based on the information submitted by each agency, excluding the regional councils of mayors, the following table summarizes overhead cost rates and anticipated FY08 overhead costs. Anticipated direct non-labor costs identified in the UWP are subtracted from the total budget to calculate the force account budget, which is then broken down into direct labor and overhead costs using the overhead rates shown in the "Rate" column. Overhead rates include administrative costs, such as space rent, administrative salaries, leave time, annual agency audits, etc. All budget figures in the UWP contain overhead costs.

<u>Agency</u>	<u>Overhead</u>	<u>Total</u> <u>Budget</u>	<u>Direct</u> <u>Non-Labor</u>	<u>Force</u> <u>Account</u>	<u>Direct</u> <u>Labor</u>	<u>Overhead</u> <u>Cost</u>
CMAP	0.3726	\$13,031,459	\$3,990,900	\$9,040,559	\$6,640,750	\$2,399,809
Chicago	0.4762	\$1,327,500	\$767,500	\$560,000	\$266,672	\$293,328
CTA	0.6000	\$923,400	\$540,000	\$383,400	\$239,625	\$143,775
Metra	0.7836	\$400,000	\$25,500	\$374,500	209,969	\$164,531
Pace	0.4912	\$602,750	\$403,750	\$199,000	\$101,251	\$97,749
RTA	N/A	\$1,018,750	\$1,018,750	\$0	\$0	\$0

CMAP

The CMAP overhead rate includes only indirect expenses. The fringe benefits are incorporated into the direct labor cost.

Chicago and Service Boards

CTA, Chicago, Metra and Pace overhead rates include only the fringe costs. Indirect expenses are not applied to UWP projects for these agencies.

See following pages for details on how agencies adjust their overhead rate after the end of the fiscal year to reflect actual expenditures.

NOTES ON: OVERHEAD RATE AND COST ESTIMATION

CHICAGO METROPOLITAN AGENCY FOR PLANNING

The overhead rate is changed annually based on the projected cost of the shared administrative cost as applied to the direct labor cost. The labor cost includes salary, benefits, and leave. The FY 09 overhead rate for the indirect cost is 37.26%. All direct labor charges are multiplied by these rates to calculate indirect.

CHICAGO DEPARTMENT OF TRANSPORTATION

Cost Estimation

Studies and planning activities are broken down into tasks and the estimated level of effort is made for each task in terms of person-hours and person-months by personnel class. The total direct labor required is estimated, and the prevailing audited overhead rate which includes fringe benefits is applied by multiplying the direct labor by the IDOT approved provisional rate with an ultimate adjustment subsequent to the final audit. Other budget items (such as supplies, travel, and computer time) are estimated and figured into the total budget.

Charges

Following grant contract approval, CDOT assigns an internal project number; the City Comptroller's Office assigns a fund and activity number, both of which comprise the account number. CDOT does not have any personnel on a special payroll supported by federal transportation planning funds. Rather, project charges are encumbered on the department's corporate funds which are reimbursed by the project fund account through an inter-fund voucher mechanism. Direct labor charges are documented on each employee's semi-monthly timesheet that indicates the number of hours charged to a project for each day during the semi-monthly payroll period. Total labor charges are derived by multiplying these direct labor charges by the approved provisional overhead rate.

Billing

Billings are prepared by CDOT's Accounting Section and processed through the Comptroller's Office, which is the financial control center of the city of Chicago.

In CDOT's current practice, the eligible non-reimbursable share of costs incurred under this program is considered the local match and is charged against the City's corporate funds.

Indirect Costs

The current average CDOT fringe rate is 47.62 percent. Following the end of the fiscal year, charges are adjusted based on actual fringe costs as audited by the Illinois Department of Transportation.

APPENDIX C

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 are described.

Equal Employment Opportunity

The RTA submitted its 2007-2010 Affirmative Action Plan to the FTA on August 24, 2007.

The Metra equal employment opportunity program covers the period from July 2004 through June 2007.

The Suburban Bus Board's plan was approved by FTA in October 1995.

CMAAP is committed to a policy of providing equal employment opportunity and of ensuring non-discrimination in the conduct of all of its activities. CMAAP has established an affirmative action program, which calls for efforts to have the staffing of CMAAP at all levels be representative of the make-up of the region's work force.

The CTA's Affirmative Action Plan 2007-2009 was approved by the Chicago Transit Board on May 17, 2007, and submitted to FTA on June 29, 2007.

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 approve the plan.

Disadvantaged Business Enterprise

The Commuter Rail Board plan was approved by FTA on September 30, 1984, and Metra's annual DBE goal was approved in January 1997. With the revised federal DBE regulations, Metra submitted its updated DBE program in August 1999; it was approved by FTA in April 2001. In August, Metra submits its annual overall DBE goal for the federal fiscal year. Metra is a participant in the Illinois Unified Certification Program (ILUCP).

The RTA DBE program was submitted to the FTA in April 2006.

The Suburban Bus Board plan was approved by FTA in July 1990; annual goals are to be approved by FTA each year.

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

The CTA submitted its FY 2008 DBE goal on August 24, 2007. It will be reviewed by FTA. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

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

The City of Chicago DBE program was last updated in June 2006 and the most recent triennial review, conducted by the FTA in 2007, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

This material documents the compliance of the MPO for the northeastern Illinois region with FTA Circular 4702.1 (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 26, 1988, particularly Chapter III: Data Collection and Reporting Requirements. The material is structured to follow the organization of the FTA circular.

Chapter III, Section 2: General Reporting Requirements

- a. On September 17, 1980, an administrative complaint alleging violations of Title VI and related regulations by the participants in the Chicago urbanized area transportation planning and programming process was filed with U.S. DOT by the League of Women Voters of Illinois, the Chicago Urban League, People Against the Transit Hike, and three minority citizens of Chicago. The MPO has still not been notified that any action has been taken on this complaint. On June 2, 1993, the city of Harvey filed a Title VI complaint against IDOT and CATS alleging discrimination against black municipalities in the distribution of transportation capital and planning funds. The complaint was resolved, with IDOT and CATS being absolved of any wrongdoing.
- b. The Unified Work Program serves as the technical documentation for application for PL and SPR funds from FHWA as well as FTA section 8 funds. PL and SPR funds totaling \$11,202,192 are being requested for FY 2009. FTA funds totaling \$3,994,869 are being requested for FY 2009.
- c. Triennial reviews conducted by FTA in 2008 for the RTA,, and in 2007 for the CTA, Pace, Metra and the City of Chicago have found these agencies to be in compliance with civil rights laws.

- d. The certification review conducted by FTA in 2005 for CATS found the agency to be in compliance with civil rights laws. The requirement for certification reviews for metropolitan planning organizations has been changed to every four years and will next be conducted in 2009.
- e. The MPO undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and do perform environmental assessments in compliance with FTA requirements. The staff of the MPO may be requested to assist in making these assessments.

Chapter III, Section 3: Program-Specific Requirements

b. Program-Specific Requirements for MPOs

1. Assessment of Planning Efforts

The update to the 2030 Regional Transportation Plan (RTP), approved in October 2006, includes a series of goals and objectives that deal with accessibility and mobility as well as social benefits. There are eight transportation and Social Equity Objectives including to develop a transportation system that 1) provides travel benefits to persons of all ages, abilities, incomes, races and/or ethnicity; 2) avoids placing disproportionate burdens on minority or low-income populations; 3) reduces dependence on personal transportation assets; promotes transportation projects that 4) provide improved transportation choices to economically disadvantaged persons; 5) stimulate balanced and sustainable development in communities with concentrations of disadvantaged residents; 6) support programs providing financial incentives to low-income persons residing in communities that provide a wider variety of transportation choices; encourage project implementation that 7) balances project burdens among all who benefit and 8) provides early, continuous and extended outreach effort appropriate to communicating transportation improvement opportunities to low-income, minority, senior and disabled communities. Performance measures were developed to evaluate regional equity and comparative effectiveness of mobility and accessibility improvements. The measures were stratified by sub-regional geography, minority population and household income. The plan also includes a section on community planning with recommendations regarding context sensitive solutions and transit oriented development.

The Community Mobility Task Force was formed by the Policy Committee in June 1997. The task force began actively meeting in the fall of 1997 and is now being replaced in part by the Human Services Committee of CMAP. The vision of the committee is "Enhancing the regional quality of life by being the objective source of information, expertise and policy perspectives for human service issues (e.g. health care, aging, disability, safety) with a regional scope." The committee's charge is: "The charge to the CMAP human services committee is to provide advisory input to the CMAP board on proposed regional plans, projects, and policies by:

- Providing the Board with guidance that conveys a Human Services based perspective,
- Providing Human Services expertise and input to conduct effective land use and transportation planning, and
- Prioritize Human Services-related projects, identify and understand regional needs, challenges and solutions.

The Community Mobility Task Force had prepared the region's Job Access and Reverse Commute Program (JARC) grant submittals, along with the development of the region's job access plan. They monitored JARC funded projects and provides a forum for social service agencies and transportation providers to communicate. The task force had also played a key role in directing the development of the evaluation measures described above for the regional plan dealing with environmental justice and social equity issues. An extensive inventory of potential measures from MPOs around the country was prepared and the task force evaluated all potential measures and identified additional measures to be considered during the 2030 RTP update process.

With the passage of SAFETEA-LU, the RTA has taken over jurisdiction of the JARC and New Freedoms programs. The RTA has issued a call for projects and is currently developing the region's job access plan.

The three transit operating agencies all perform continuing transit service planning and programming for their entire service areas. This work is performed in a nondiscriminatory manner, since no distinctions are made between different parts of the service areas on any basis. The region's UWP is submitted to state and regional clearinghouses for project review on many aspects, including Title VI. It has been found consistent with adopted plans and policies.

The Pace and CTA Boards of Directors have adopted statements of Service Criteria and Performance Guidelines for Fixed Route Service to ensure that routes are implemented in areas that warrant service and that the level of service is a function of ridership. These criteria are applied consistently throughout the respective service areas. Metra's UWP projects are derived from requests submitted by the railroads, community groups, elected officials, citizens and Metra staff. The CTA holds public meetings as part of the process of developing new policies. Formal budget hearings are held at CTA headquarters on the annual program. The RTA holds public hearings on its annual budget and five-year program throughout the six county region.

UWP projects are performed by agency staff or consultants. Staffs are all covered by FTA approved EEO plans and consultants are selected on a nondiscriminatory basis pursuant to FTA contracting guidelines. TIP projects are also implemented through contracts let in a nondiscriminatory manner. Contracts include clauses requiring that Title VI be adhered to in hiring, promoting and subcontracting, and permitting the withholding of payment or the cancellation or suspension of contracts in case of non-compliance. The City of Chicago, the CTA, Metra, Pace, RTA and the Illinois Department of Transportation all have minimum minority participation requirements or goals for contractual services.

The only Title VI service complaint issue is the one cited above in section (a) of the general reporting requirements.

2. Monitor Title VI Activities

As indicated in the previous section, transit planning and programming are conducted in a nondiscriminatory manner. All the transit agencies treat each part of their service areas equally. For example, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. Routes affecting large minority populations go through the same public hearing process as any other route.

All Metra lines serve areas of minority residence and employment, especially within the city of Chicago. Metra has made reverse commute service improvements in recent years. It has done extensive marketing of existing service to suburban employees and employers, informing them of reverse commute options. All CTA questionnaires and surveys include a question concerning the race of the respondent.

The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides guaranteed funding for Federal surface transportation programs through FFY 2009. SAFETEA-LU requires the establishment of a locally-developed, coordinated public transit – human services transportation plan (HSTP) in order for the northeastern Illinois region to access two specific funding programs; Section 5316 Job Access Reverse Commute (JARC), and Section 5317 New Freedom (NF). In response to this requirement, the Regional Transportation Authority (RTA) embarked on a thorough HSTP planning process, called *Connecting Communities through Coordination*, to identify strategies that encourage more efficient use of available service providers that bring enhanced mobility to the region's older adults, persons with disabilities and individuals with lower incomes. The HSTP was adopted by the RTA Board in October 2007 and allows the northeastern Illinois region to access nearly \$6 million in federal funding available from the [JARC](#) and [NF](#) programs. Additional information regarding the RTA's JARC and NF programs is available at <http://jarcnf.rtachicago.com>.

The MPO staff provided the transit operating agencies with a printed breakdown of 1980 population by race for all census tracts in the region. The same information from the 1990 census and 2000 census was made available in electronic form. The operating agencies will use this data to prepare the maps required by Circular 4702.1.

3. Information Dissemination

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 makes every effort to provide ample notice of meetings and events through calendar postings at the CMAP offices, on the CMAP Web site (www.cmap.illinois.gov), the Council of Mayors' monthly calendar and, for those who request, notification by mail. For major plans, programs and policy meetings, CMAP sends notices to the entire contact list.

Media coverage of planning issues is based not only on the dissemination of releases and notices, but also responses to reporters' questions. Agency staff cooperates with the media and also responds to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided. In addition, all recipient agencies have at least one individual designated to assist the public. The CTA staff is able to provide such assistance in several languages.

All FTA planning grant recipient agencies make use of press releases, meeting notices and legal notices in addition to directly calling or writing civic groups and interested individuals. Minority and foreign language media and organizations are routinely notified of meetings, plans, reports and other matters in the same way that other groups are notified. If, because of location or some other factor, a particular activity is deemed of special interest to one or more of these groups, additional steps are taken, i.e., special notices, phone calls, etc.

The following bodies advertise meetings in accordance with the Illinois Open Meetings Act: Regional Transportation Authority Board; Suburban Bus Board; Commuter Rail Board; Chicago Transit Authority Board; Chicago Metropolitan Agency for Planning and its committees; Councils of Mayors; and the city of Chicago and its departments, boards and commissions. In addition, the agencies compile special mailing lists for specific areas or subjects.

As noted above, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. A record is kept of any opposition to a service reduction and all testimony is considered before any reduction takes place. Routes affecting large minority populations go through the same public hearing process as any other route.

Metra informs minority communities of planning efforts through hearings, public notices and board meetings concerning individual plans, programs and projects. It places legal notices concerning the annual operating and capital program in several newspapers, including minority-oriented ones. Citizens may present oral testimony at public hearings or provide

written testimony. Metra also established special mailing lists for its three major investment studies.

The CTA has established a formal policy on public hearings. A public hearing will be held prior to any fare increase, major service reduction, transit vehicle purchases and rapid transit station construction. Public notices will be published in general circulation newspapers and neighborhood newspapers catering to any specific groups that will be affected by the change; notices will also be placed on transit vehicles and rapid transit stations affected by the change. CTA does advertise in minority newspapers such as the Defender and La Raza. For further information on CTA's minority advertising, the Purchasing and Communication Departments should be contacted.

4. Minority Participation in the Decision-making Process

Chicago Metropolitan Agency for Planning (formerly the Regional Planning Board) was created on August 8, 2005 when Illinois Public Act 94-510 was signed into law. CMAP was established to consolidate CATS and NIPC into a single agency designed to protect natural resources and minimize traffic congestion in the seven-county northeastern Illinois region. CMAP formed a Citizens' Advisory Committee (CAC), as required by law, to provide for continuous public involvement in the development of regional plans and policies.

CMAP recognizes that public participation is a key ingredient in effective planning. The Citizens' Advisory Committee reviewed public involvement plans and processes from CATS, NIPC and numerous other MPOs and state and federal agencies to create the 2007 CMAP Public Participation Plan that is expected to receive approval this month from both the Policy Committee and CMAP Board.

The plan outlines strategies CMAP will use to involve citizens in the decision-making process. It incorporates requirements for public involvement under SAFETEA-LU regulations, but goes further by promising to tailor-make public participation programs for each project CMAP undertakes. The Citizens' Advisory Committee will play a strong role in fashioning those programs and making sure they're carried out in such a way as to involve the widest possible audience.

The plan also contains a number of goals for engaging the public, including traditionally-underserved populations. Examples of these goals include: "Develop outreach strategies to identify the interested and affected public;" "Design and develop materials to increase the underserved public's understanding of regional and local planning, including translating those materials into languages other than English whenever possible;" "Review and use input and provide feedback to the public;" and "Evaluate public participation activities."

To achieve these goals, the plan lists a number of initiatives CMAP will implement to reach a broad audience. Outreach initiatives are planned for elected officials, planning professionals, civic and community groups, youth groups, and other special interest groups. Also, an online web initiative is planned to allow the public to interact with CMAP from their homes or offices.

The plan also promises to measure the public's response to our efforts and to incorporate their viewpoints and preferences into final decisions whenever appropriate and possible.

The FY 2009 UWP includes work elements that will allow CMAP to undertake this unprecedented public participation effort.

For member agencies, the citizens' voice in planning decisions is inextricably bound to the public involvement functions described above. A platform for citizen comments and criticisms is provided not only at formal hearings but at all public meetings. The region's planners also follow the procedures called for in U.S. DOT's Urban Transportation Planning System and the Federal Highway Administration's Community Involvement in Highway Planning and Design, a Manual of Techniques. In addition, staff members have taken part in training programs run by the Institute of Participatory Planning for USEPA and public participation related seminars run by the National Highway Institute and the National Transit Institute. In past years, CATS hosted several of these seminars, including one devoted to environmental justice. CMAP intends to continue that practice. Efforts are made to go beyond the letter of the law and use various methods to continue to increase the level and degree of public participation.

The northeastern Illinois region's population is treated equally in regard to participation in making decisions. For regional plans and programs, hearings are held throughout the region, affording everyone an opportunity to comment and testify.

Pace maintains close relationships with local and sub-regional governmental and quasi-governmental agencies, and service reductions and increases are regularly discussed at meetings of Councils of Mayors, mass transit districts, and planning agencies. Through these groups and public hearings, Pace ensures that all residents are represented in the decision-making process. Metra encourages minorities to present their views on all transportation issues to the appropriate department of Metra or the appropriate board or advisory committee.

5. Minority Representation on Decision-making Bodies
 - a) Policy Committee: 18 white, 1 minority
 - b) Chicago Metropolitan Agency for Planning: 10 white, 5 minority
 - c) Regional Transportation Authority Board: 11 white, 3 minority, 2 vacancies
 - d) Commuter Rail Board: 7 white, 2 minority, 2 vacancies
 - e) Suburban Bus Board: 11 white, 1 minority
 - f) Chicago Transit Authority Board: 3 white, 4 minority
 - g) Councils of Mayors Executive Committee: 18 white, 2 minority, 2 vacancy

Membership on all of these boards is by appointment, with the power of appointment vested with elected officials. For its boards and advisory groups, Metra has made efforts to inform minority groups of the potential for service and will continue to encourage qualified minorities who are interested in serving to make themselves available to the appointing

authorities. Membership on the Pace Board of Directors is limited to current or former municipal chief executive officers. Pace regularly communicates with this group of individuals to determine interest in board membership, relays this information to the appointing authorities, and provides them with educational materials concerning Title VI requirements.

APPENDIX D

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	858.3	71.5
CDOT	92	7.7
Metra	42	3.5
CTA	41	3.4
Pace	34	2.8
CoM	207	17.3
RTA	54*	4.5

* The RTA does not charge staff time to UWP funds.

APPENDIX E
COST ALLOCATION PLANS

Council of Mayors

Due to limits on FTA funds, the Council of Mayor's program was given 100 percent PL funding due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit oriented.

CMAP

Due to limits on FTA funds, 5 of 6 CMAP projects were given 100 percent PL funding (\$7,312,223) due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit orientated. To the extent that FTA funds were available, one project received joint funding (\$1,473,993 FHWA and \$1,638,949 FTA). The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project.

City of Chicago

Due to limits on FTA funds, all City of Chicago projects were given 100 percent PL funding due to the flexible funding mechanisms of SAFETEA-LU, although many are both highway and transit oriented. The accounting system used by Chicago assures the separate tracking of eligible charges against FTA and PL contracts. Each grant contact is assigned a unique identifier number as are individual projects under each grant. This is true even if a particular UWP work element is funded by both FTA and PL dollars. These identifiers are used by staff, consultants, etc. in charging time and expenses against various projects in the City's annual program.

RTA and Service Boards

RTA, CTA, Metra and Pace received FTA funds only.

APPENDIX F

AUDIT REQUIREMENTS

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

APPENDIX G

PROJECT REVIEW COMMENTS

The preliminary UWP was submitted to the general public for a period of project review from April 25, 2008 to May 19, 2008. At the date of this publishing, no comments have been received.

APPENDIX H
ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
CAAA90	Clean Air Act Amendments of 1990
CARS	Chicago Accident Reporting System
CATS	Chicago Area Transportation Study
CCC	Chicagoland Chamber of Commerce (formerly CACI)
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program in ISTEA, TEA-21and SAFETEA-LU.
CMS	Congestion Management System
COP	Comprehensive Operating Plan - Prepared by Pace
CRD	Commuter Rail Division - A commuter rail service board of the RTA; also called Commuter Rail Board and Metra.
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail restructuring program.
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CTPP	Census Transportation Planning Package - Special tabulation of census data by transportation zone.
DOT	(United States) Department of Transportation
EPA	(United States) Environmental Protection Agency
EMME/2	Transportation modeling package for use on microcomputers or workstations.
FAA	Federal Aviation Administration
FAST	Future Agenda for Suburban Transportation - A strategic plan developed by Metra and Pace
FHWA	Federal Highway Administration
Illinois FIRST	State funding package, Fund for Infrastructure, Roads, Schools and Transit
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HCM	Highway Capacity Manual
HCS	Highway Capacity System (software)
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System

HRDB	Highway Record Data Bank
IDAS	ITS Deployment Analysis System – Sketch model for the performance evaluation of intelligent transportation system technologies
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IDOT-I	Illinois Department of Transportation/District I
IDOT/OPP	Illinois Department of Transportation/Office of Planning and Programming
IEPA	Illinois Environmental Protection Agency
IDENR	Illinois Department of Energy and Natural Resources
ILUCP	Illinois Unified Certification Program
I&M	Inspection and Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IRIS	Illinois Roadway Information System - Roadway data base
ISTHA	Illinois State Toll Highway Authority
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System - System established in ISTEA consisting of interstates and principal arterials; one of the funding programs in the ISTEA
NIPC	Northeastern Illinois Planning Commission
NIRC	Northeastern Illinois Rail Corporation - An arm of the CRB responsible for operating commuter rail service on the Illinois Central, Rock Island and Milwaukee Road lines.
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte.
NHS	National Highway System
NO_x	Nitrogen Oxide
NPTS	Nationwide Personal Transportation Survey - A survey performed periodically by USDOT.
PM_{2.5}	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
QRS	Quick Response System
RASP	Regional Airport System Plan
RFP SIP	Reasonable Further Progress SIP - Document containing emission reduction budgets for different sources.
ROP SIP	Rate of Progress SIP
RPB	Regional Planning Board – Created by a state law on August 8 2005, the RPB combined CATS and NIPC to form a single entity to integrate planning for land use and transportation in the seven-county northeastern Illinois region. Now formally Chicago Metropolitan Agency for Planning (CMAP)
RTA	Regional Transportation Authority

RTP	Regional Transportation Plan - The region's long range transportation plan
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAS	Statistical Analysis System
SBD	Suburban Bus Division - A service board of the RTA responsible for bus service in the suburbs; also called Suburban Bus Board and Pace.
SEDP	Strategic Early Deployment Plan - Plan for the deployment of intelligent transportation system in northeastern Illinois
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SOV	Single Occupant Vehicle
SPFLRM	Strategic Plan for Land Resource Management - NIPC's land use plan.
SRA	Strategic Regional Arterial(s) - A system of arterial roads designated in the 2020 RTP to supplement the freeway system in accommodating long distance, high volume traffic.
SRT	Strategic Regional Transit (System) - Integrated network of high capacity transit facilities designated in the 2020 RTP.
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the ISTEA and TEA-21
TCM	Transportation Control Measure (for air quality improvement)
TDM	Transportation Demand Management - Includes strategies to relieve congestion
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the Twenty-First Century - Surface transportation act passed in 1998 to replace ISTEA.
TIGER	Topologically Integrated Geographic Encoding and Reference File - An address file processing Census data.
TIP	Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
TMA	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules.
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compound
WPC	Work Program Committee - Advisory committee to the Policy Committee

APPENDIX I

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

This appendix lists planning studies of potential regional significance being supported by funds not programmed through the Unified Work Program. They are listed below and summarized on the following pages.

- CDOT**
 - Chicago Railroad Economic Opportunities Plan
 - Mid-City Transitway Phasing Study
 - Chicago Rail Environmental and Transportation Efficiency Program (CREATE)
 - Millennium Park Bicycle Access Study
 - Bloomington Trail Development
 - NW Industrial Corridor
 - North Branch Truck Study
 - Dan Ryan Extension
 - North Side Transportation Study
 - Mid-City Transitway Phasing Study
- CMAAP**
 - Midwin Alternative Transportation Study
- CTA**
 - Implement Western Avenue Transit Signal Priority
 - New Starts Alternatives Analysis
 - Subregional Service Studies (Southwest Suburban, Northwest Suburban, Central Service Area)
 - BRT Study
- DuPage**
 - DuPage Area Transit Plan Update
 - DuPage Area Transit Plan Implementation Studies
 - Local Circulator Studies
 - J-Line Bus Rapid Transit
 - College of DuPage Connector
 - Cook DuPage Corridor Plan
 - TRAC Data Collection/Analysis Efforts
 - Western O'Hare Corridor Implementation Team (WOCIT)
- IDOT**
 - I-90 – I290 Corridor Study
 - Metropolitan Transportation Support Initiative
 - Regional Transportation Authority Multi-Modal Options Feasibility Study
 - Lake County Route 120 Study
 - Chicago Southland Corridor Initiative
 - Illinois Tomorrow Corridor Planning Grant Program
 - McHenry County (3)
 - Cook County (9)
 - Will County (2)
 - Kane County (2)
 - DuPage County (1)

Kane	IL 47 Corridor Plan Pace Bus Route 529 Plan 2040 Land Use and Transportation Plan
McHenry	Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines Access Management Ordinance Update County Travel Model and Two Subregional Studies Crash Database and Analysis System Imagine McHenry County Northern Illinois Commuter Transportation Initiative Transit Plan Implementation McHenry County 2030 Long Range Transportation Plan Illinois Route 47 Corridor Study Public Interactive GIS Viewer Pavement Management System Groundwater Protection Program Geological Mapping and Groundwater Flow Modeling of Western McHenry County
Metra	Union Pacific West Line Corridor Union Pacific Northwest Line Corridor Southeast Service Corridor Suburban Transit Access Route Corridor BNSF Improvement Alternatives Analysis
Pace	Arterial Rapid Transit Corridor Alternative Analyses Service Restructuring Study Harvey Transportation Center – Traffic Signal Priority Project Queue Jump – Traffic Signal Priority Project Bus Oriented Development and Land Use Coordination Express Bus Network Designated-Stop Operation
Railroads	CREATE
RTA	Corridor Planning Studies: Cook-DuPage Corridor Study Corridor Planning Standards North Shore Corridor Travel Market Analysis Naperville Circulator Study DuPage Phase 1 Community Circulators
Will County	Corridor Study: Gougar Road Corridor Study: Laraway Road

CHICAGO DEPARTMENT OF TRANSPORTATION Non-UWP Funded Studies

Chicago Railroad Economic Opportunities Plan (Illinois Tomorrow: \$300,000)

The Chicago Railroad Economic Opportunities Plan will examine ways for the City to take advantage of the economic opportunities afforded by Chicago's railroad system.

To promote economic growth and jobs for the residents of the Chicago area, the City has identified Industrial Corridors for manufacturing, warehousing, and other uses. In many cases these areas of Chicago are located convenient to rail lines and major rail yards.

This study will analyze the characteristics of the railroad system, the Industrial Corridors, and the needs of industries. The analysis will be used to define specific areas where new businesses could be attracted to Chicago. Specific investments and assistance programs that will attract the industries will be evaluated. Recommendations will be made based on these analyses.

Mid-City Transitway Phasing Study (CMAQ: \$1.8M)

This is a study of the feasibility of a circumferential transit line along the Union Pacific and Belt Railway of Chicago (BRC) right-of-way. The line would connect many outlying Chicago neighborhoods. The study evaluates the feasibility of five modal alternatives: rapid transit, light rail, bus rapid transit, commuter rail, and a combination bus/truckway. The study includes an analysis of existing conditions, preparation of conceptual plans, and preliminary estimate of potential ridership. An analysis of the potential use by trucks of the bus/truckway option is also being prepared.

Chicago Rail Environmental and Transportation Efficiency Program (CREATE) (City funds: \$193,000)

CREATE planning support includes ongoing outreach on the progress of the program to national, regional and local audiences, including the freight planning community, civic organizations, elected officials and the general public. Outreach activities include developing and delivering presentations, preparing briefing materials, fielding general inquiries, maintaining the website, and managing a database of CREATE contacts. Data analysis and research is being conducted on Chicago's national role in freight transport and the national and regional benefits of CREATE. Work is continuing in understanding the goods movement relationship between Chicago and various major ports including the SEATAC Port in Seattle/Tacoma and the LA/Long Beach ports. Staff represents the City of Chicago in the day-to-day management of CREATE including serving as a co-chair on the Advocacy Committee, representation at Management Committee meetings, and negotiation on partner agreements. Work is proceeding on the potential for development of training and employment opportunities in Chicago in the rail industry as part of the CREATE program. Outreach on national freight policy development includes meetings with national associations, legislative staff, and shippers.

Millennium Park Bicycle Access Study (CMAQ: \$130,000 – study and phase I eng)

Concurrent with Phase I Engineering process, the purpose of this project is to conduct an analysis of options for providing improved bicycle access between the Lakefront Trail and the Bicycle Station in Millennium Park. Alternatives include such elements as new structures,

intersection realignments, new trail segments and/or bike lanes, and improved lighting and signs.

Bloomington Trail Development

- Phasing Study (CMAQ: \$1,500,000 - study and engineering) Concurrent with Phase I Engineering process to begin later this year for a 2.8 mile elevated rails-to-trails project, a phasing study will also be conducted to determine the best incremental approach to developing the trail if only part of the projected \$40M+ construction cost is funded at the end of Phase II Engineering.
- Public Outreach (Private Foundation funds: \$100,000)
In Cooperation with the City and its contractors, The Trust for Public Land will be conducting two related efforts to allow greater than usual public involvement in the design process. One step will be the compilation of community organization surveys and a gallery exhibition of conceptual designs into a package for use by the CDOT design/engineering contractors. The second is a series of community design charrettes managed by TPL with CDOT staff and contractors in attendance.

NW Industrial Corridor (City funds: \$151,158)

Analyze traffic conditions in the Cicero corridor (from the Eisenhower Expressway to Grand Ave.) and develop recommendations to alleviate adverse traffic conditions.

North Branch Truck Study (City funds: \$49,995)

Analyze the physical feasibility of a proposed truckway along the south side of the north branch of the Chicago River that would serve industries in that corridor. The proposed truckway would start at Grand Avenue, continue north to Division Street on railroad right-of-way and/or an existing private truckway.

Dan Ryan Extension (CMAQ: \$1,400,000)

This is a study of the feasibility of extensions of the Dan Ryan Branch of the CTA Red Line south of 95th Street and other alternatives to serve Chicago's Far South Side. The study includes preparation of conceptual plans, capital and operating cost estimates. Additional work including the cost of property acquisition and plans for areas near proposed stations will be carried out in conjunction with the CTA alternatives analysis for the extension.

North Side Transportation Study (Illinois Tomorrow Funds: \$225,000)

The purpose of this project is to develop a joint transportation and land use plan for selected areas of Chicago's North Side. Phase I included preparation of a data atlas presenting demographic and transportation information for an area bounded by the Chicago River on the west, Lake Michigan on the east, North Avenue on the south, and Foster Avenue on the north. Phase II focuses on the area in the just south of North Avenue, which is in transition to a major retail area. A plan for roadway, parking, transit and pedestrian access, compatible with anticipated land use, has been prepared. A final report is scheduled for release in mid-2008.

Mid-City Transitway Phasing Study (CMAQ: \$1,800,000)

This is a study of the feasibility of a circumferential transit line along the Union Pacific and Belt Railway of Chicago (BRC) right-of-way. The line would connect many outlying Chicago neighborhoods. The study evaluates the feasibility of five modal alternatives: rapid transit, light rail, bus rapid transit, commuter rail, and a combination bus/truckway. The study includes an analysis of existing conditions, preparation of conceptual plans, and preliminary estimate of potential ridership. An analysis of the potential use by trucks of the bus/truckway option has been prepared.

CHICAGO METROPOLITAN AGENCY FOR PLANNING Non-UWP Funded Studies

Midewin Alternative Transportation Study

The Midewin Alternative Transportation project utilizes the FTA's Alternative Transportation in the Parks and Public Lands program to create a plan for linking the Midewin National Tallgrass Prairie to the Chicago metropolitan region. The plan will review and evaluate options for bringing residents from metropolitan Chicago to and within Midewin, and address the greater challenges of carrying metropolitan visitors from an urban context to a native prairie environment. The Alternative Transportation System Plan for Midewin National Tallgrass Prairie will be completed 12-18 months from initiation.

CHICAGO TRANSIT AUTHORITY Non-UWP Funded Studies

Implement Western Avenue Transit Signal Priority

Working with the City of Chicago, install traffic signal equipment at Western Avenue intersections that responds to bus communications. Depending on traffic conditions, bus schedule adherence, and passenger load, signals priority may be given to buses approaching an intersection. Before and after ridership and travel speeds will be studied in this operational demonstration.

New Starts Alternatives Analysis

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

- Circle Line Alternatives Analysis
- Red Line Extension Alternatives Analysis
- Orange Line Extension Alternatives Analysis
- Yellow Line Extension Alternatives Analysis

Subregional Service Studies

These studies evaluate current and potential future public transit service options at the subregional level.

- Far South Side-South Suburban Subregional Study
- Southwest Side-Southwest Suburban Subregional Study
- Northwest Side-Northwest Suburban Subregional Study
- Central Service Area Subregional Study

BRT Study

This will study the applicability of BRT-type features to improve bus service in specific corridors.

DUPAGE Non-UWP Funded Planning Studies

DuPage Area Transit Plan Update

DuPage Mayors and Managers Conference and the DuPage County Board jointly adopted the *DuPage Area Transit Plan* in 2002. DMMC, in partnership with local governments, will initiate an update to the Plan in FY 2009.

DuPage Area Transit Plan Implementation Studies

In order to implement the recommendations of the DuPage Area Transit Plan, further study of specific transit routes will continue in FY 2009:

Local Circulator Studies

Route planning and public outreach will continue for Circulators in 13 municipalities. The studies offer the first opportunity for focused public outreach and private sector participation since adoption of the Transit Plan, and extensive public involvement activities have been undertaken. The project is funded primarily by the RTA, with additional participation from the IDOT Office of Planning and Programming and DMMC staff support funded through the UWP.

J-Line Bus Rapid Transit

DMMC is continuing work with stakeholders through the Cook DuPage Corridor Plan to identify a market and refine an alignment for this high speed component of the *DuPage Area Transit Plan*.

College of DuPage Connector

DMMC, Naperville, Wheaton, DuPage County, College of DuPage, Illinois Institute of Technology, the service boards and other partners will continue to monitor the progress of this route through ridership and other studies throughout FY 2009.

Cook DuPage Corridor Plan

Systems Alternatives Analysis for potential transportation improvements in the I-290 and I-88 corridors in DuPage and western Cook Counties will be initiated by RTA, with modeling support provided by CMAP and municipal outreach and coordination through DuPage Mayors and Managers Conference and the West Central Municipal Conference using UWP funds. The alternatives analysis phase is a continuation of the initial corridor planning that was completed in FY 2008 to evaluate travel markets for J-Line BRT and conduct alternatives analysis, both requirements for eventual New Starts funding.

TRAC Data Collection/Analysis Efforts

Local governments throughout the region, located along the EJ&E Railroad line will continue collaboration initiated in FY 2008 to gather and analyze transportation data for use by The Regional Answer to Canadian National (TRAC) Steering Committee. The data will be used to determine potential impacts to the existing and planned transportation network, including the

planned Metra STAR Line commuter service, from the proposed acquisition of the EJ&E line by Canadian National Railroad.

Western O'Hare Corridor Implementation Team(WOCIT)

Initiated by DuPage County in FY 2007, WOCIT will continue to monitor alternatives for western access to O'Hare Airport by participating in the Elgin O'Hare – West Bypass study being conducted by IDOT.

ILLINOIS DEPARTMENT OF TRANSPORTATION Non-UWP Funded Planning Studies
I-90 – I290 Corridor Study (345-07-1)

A contract was issued to the Village of Schaumburg to conduct a study that would improve access along the I90/I290 Corridor. The contract with the village is effective until 12/31/07.

Metropolitan Transportation Support Initiative (283-07-1)

The University of Illinois at Chicago will continue to provide technical assistance to metropolitan areas throughout Illinois on transportation issues.

Regional Transportation Authority Multi-Modal Options Feasibility Study (367-07-1)

An agreement with the RTA is currently being reviewed and will be signed in the 4th quarter of FY 06 to conduct an Options Feasibility Study of the Cook-DuPage Corridor travel markets; and improve the service quality of I-290. This RTA agreement will be effective until 06/30/2008.

Lake County Route 120 Study

Agreement effective 6/11/07-06/30/09 total \$800,000.

Chicago Southland Corridor Initiative

Agreement is effective with the Village of Tinley Park from 12/31/07 to 06/30/10 for \$281,250.

Illinois Tomorrow Corridor Planning grant program

The Illinois Tomorrow Corridor Planning grant program assists communities throughout Illinois in developing plans that will protect and improve their quality of life. It encourages partnerships between private and public groups to work together for the long-range interests of people who live in the areas impacted by future growth. The following grants were awarded by the Illinois Department of Transportation in SFY '07.

- McHenry County
Village of Algonquin - \$33,300 - Downtown Economic Revitalization Plan, Streetscape Design – This study will produce an inventory of existing conditions, gather public input, prepare prototype streetscape standards. (Ends 6/30/2009)

Village of Prairie Grove - \$106,200 - Route 176 Corridor and Riverwalk District Plan – This study will establish a land use and growth strategy for this 3.8 mile corridor and identify needed transportation and infrastructure improvements.

McHenry County - \$252,000 - Illinois Route 47 Transportation Corridor Study - This study will develop extensive plans for the IL 47 corridor to address existing and future system performance while planning for desirable land uses through the use of context sensitive solutions. (Kane County and Woodstock are also participants in this study). (Ends 6/30/2011)

- Cook County

Village of Bellwood - \$80,550 - 25th Avenue Corridor Plan - The corridor to be studied intersects with the Eisenhower Expressway which the Department is considering expanding and reconfiguring the access ramps at 25th Avenue (Ends 6/30/2010).

City of Blue Island - \$81,000 - Western Avenue Commercial Corridor Plan - The study will make land use recommendations and will consider design strategies to improve the physical characteristics for the corridor including a riverwalk (Ends 6/30/2010).

City of Calumet - \$90,000 - Marble Street Redevelopment Planning Initiative - This study will prepare a redevelopment plan for an area that is owned by the city (Ends 6/30/2009).

City of Chicago - \$157,500 - Stony Island Streetscape Master Plan - This study seeks to guide transportation choices and development as this part of the city redevelops.

Village of LaGrange Park - \$31,500 - 31st Street Corridor Redevelopment Study - The village will prepare a redevelopment plan for this area that is a mix of single family, multi-family and commercial use which is underutilized so that it may become vibrant and more functional (Ends 6/30/2009).

Village of Lincolnwood - \$80,000 - Lincoln Avenue Corridor Revitalization Plan - This plan will direct infrastructure and development decisions to promote economic development and efficient land use/transportation choices (Ends 6/30/2009).

Village of Orland Park - \$180,000 - 159th Street Corridor Improvement Plan - This project will bring six municipalities together to create a common streetscape along the corridor which will integrate transportation, economic development, walkability, safety issues and beautification efforts (Ends 6/30/2011).

Village of River Forest - \$108,000 - Four Corridors Study - This multi-area study would allow the village and its neighbors to coordinate parking, transportation, land use and development improvement and revitalization efforts along the corridors. The four corridors are: North Avenue; Harlem Avenue; Madison Street; and the Lake Street and Village Center area.

Village of Robbins - \$110,250 - Infrastructure Masterplan - This plan will assist the Village in determining the floodplain area and the areas that are economically feasible to

mitigate. Also to be studied will be assessing the economic potential of assembling tax delinquent parcels for larger projects.

- Will County

Village of Crete - \$180,000 - Illinois Route 1 Corridor Plan, Downtown Redevelopment and Transit Oriented Development - This study will preserve and enhance the historic downtown as well as planning for development around two potential stations along the proposed Southeast Service line.

City of Lockport - \$45,000 - State Street Corridor Plan - This study will plan for the improvement and development of the State Street corridor which is the core of Lockport's historic downtown (Ends 6/30/2009).

- Kane County

Village of Carpentersville - \$135,000 - Longmeadow Parkway Corridor Land Use Plan - This study will examine the impacts of a transportation corridor and determine economic development opportunities.

Village of East Dundee - \$58,500 - Illinois Route 72 Corridor Plan - This study will take a proactive approach to infrastructure planning by determining roadway improvements/enhancements that will serve existing land uses and attract additional investment in the village (Ends 6/30/2010).

- DuPage County

City of Warrenville- \$76,500 - The city of Warrenville will receive \$76,500 for the development of an Integrated Land Use and Transportation Plan for the Old Town Civic Center Sub-area (Ends 6/30/2009).

KANE Non-UWP Funded Planning Studies

IL 47 Corridor Plan

The Illinois Route 47 Transportation Corridor Plan will provide a vision for a corridor of the future that promotes a healthy population and economy through the provision of sustainable land uses, safe complete/multi-modal street design, and the implementation of Smart Growth Principles.

Pace Bus Route 529 Plan

This project was proposed by Kane County, in partnership with the communities of North Aurora, Batavia, Geneva and St. Charles. The intent of this project is to improve access and ridership on Pace Route 529 along the Randall Road corridor from Illinois Route 38 to Sullivan Road (approximately 8 miles in length). The plan will recommend transit supportive infrastructure, such as sidewalk locations, signage, platforms, shelters, and bus turnouts, and will also look at improving access to commercial and employment locations through service enhancements along the route.

2040 Land Use and Transportation Plan

This plan will be comprehensive of both land use and transportation planning and forecast to the year 2040. The County will begin the plan in 2008.

McHENRY Non-UWP Funded Studies

Cadastral Map Realignment, Orthophotography, Topography, Road Centerlines (Completed)

This process effectively updates the existing base by which the geographic information system and all applications are tied into the system. Additionally, the process expands upon the existing roadway data to address the expanding needs of current and future applications.

Access Management Ordinance Update (On-going)

The current McHenry County Access Management Ordinance was adopted by the County Board on March 18, 1997. Increases in development and changes to engineering standards since 1997 have caused the need to update the Access Management Ordinance. The Access Management Ordinance promotes, protects and insures the public safety, health and general welfare as they relate to the operation and use of County Highways, minimize congestion and delay on County Highways which are the result of providing access to abutting property and the conflicts that arise between vehicles using County Highways and vehicles entering and leaving via access facilities. More information can be found at www.co.mchenry.il.us/Common/CountyDpt/highway/HwyAMOrd.asp.

County Travel Model and Two Subregional Studies (On-going)

McHenry County will develop a four-step network equilibrium-based traffic model to better account for local traffic issues consistent with the CMAP model assumptions. This effort will enable the evaluation of future traffic conditions on local arterials and intersections. Two sub-regional studies will also be conducted, covering the southeastern and southwestern portions of the county. These will quantify current traffic constraints and issues in the study area, quantify the potential short-to-long term traffic impacts of major development proposals in the study area, and identify roadway improvements needed to address the traffic impacts. This project will enable staff and elected officials to better understand the likely traffic impacts when approving and planning for future development in agricultural areas, and will identify better means of meeting capacity needs within urban areas to sustain further development within those areas.

Crash Database and Analysis System (On-going)

The McHenry County Division of Transportation (MCDOT) used a consultant to assist MCDOT to integrate crash reports from the state's Mobile Capture and Reporting system for analysis purposes. The County is now working on a web-based application for other local agencies.

Imagine McHenry County (On-going)

Imagine McHenry County is a nonprofit effort with CMAP and the McHenry County Economic Development Corporation to establish, promote, and maintain a planning process that would enhance the region's quality of life, focusing on elements such as land use, population density, transportation, and housing initiatives. More information can be found at www.mcedc.com/lc_imag_main.html.

Northern Illinois Commuter Transportation Initiative (Completed)

The north central region of Illinois is working to provide commuter transit services between the City of Rockford and Elgin. In November 2004 a feasibility study was completed in accordance with the Federal Transit Administrations New Starts Planning and Project Development Process and the next step towards project construction is the completion of an alternatives analysis. More information can be found at www.ci.rockford.il.us/transportation/index.cfm?id=870.

Transit Plan Implementation (On-going)

Consultant will provide support services to the MCDOT and the Implementation Task Force (ITF) to assist in the implementation of the initial recommendations of the McHenry County Transit Plan. The MCDOT staff will provide primary support to the ITF for organizational and communication needs. Consultant's role is to provide technical and other specialized support as described in this scope of work and as needed based on the direction given by the ITF to assist in the implementation of a Coordinated Demand Response Service (CDRS) and a Subsidized Taxi Voucher Program (STVP).

McHenry County 2030 Comprehensive Plan (New)

McHenry County is updating its 2010 land-use plan. The County has appointed a Regional Planning Commission which is working with McHenry County Planning and Development staff and the LEAM model to explore land use scenarios. . The LEAM modeling application is going to be made available to staff at the McHenry County Division of Transportation to test land use impacts related to major transportation infrastructure improvements. More information can be found at <http://www.mchenrycounty2030plan.com>.

McHenry County 2030 Long-Range Transportation Plan (New)

Building off traffic and LEAM modeling efforts, the County is undertaking an update of its 2020 long-range transportation plan. This update will include a deficiency analysis of the transportation network in McHenry County, an evaluation of crash statistics, an evaluation of funding policies, an evaluation of highway design standards, an evaluation of major capital projects, and a financial plan to implement identified projects.

Illinois Route 47 Corridor Study (New)

A study of Illinois Route 47, funded with an Illinois Tomorrow grant, is being spearheaded by Kane County in cooperation with McHenry County and the City of Woodstock. The study will provide a vision for Illinois Route 47 through Kane and McHenry Counties as a corridor of the future that provides for a healthy population and economy through the provision of sustainable land uses, safe complete/multi-modal street design, and the implementation of basic smart growth principles.

Public Interactive GIS Viewer - Athena (New)

The County GIS Department is working to launch a public website including an interactive GIS mapping application called Athena. Athena is an interactive web-based GIS application for County Department and public use. Important planning information such as the cadastral and tax database, land-use and open space designations, two-foot contours, FEMA flood hazard

zones, ADID wetlands, political boundaries, aerial photography, and school locations and enrollment are currently included.

Pavement Management System (New)

The McHenry County Division of Transportation is creating a system using GIS and off-the-shelf applications to monitor and evaluate the pavement conditions on the County Highway System. This system promises to best inform the County on where specific types of pavement preservation, general maintenance, and rehabilitation should occur on an annual basis. The effort is aimed at maximizing the use of existing funds to extend the lifetime of the County Highways and measure the effectiveness of pavement treatments.

Groundwater Protection Program (New)

The McHenry County Administration - Water Resource Manager is creating a Groundwater Protection Program based on the recommendations of the 2006 Groundwater Resources Management Plan. The objective is to preserve and protect the quantity and quality of groundwater in McHenry County and to assure our growing population an adequate, sustainable supply of safe water in the future.

Geological Mapping and Groundwater Flow Modeling of Western McHenry County (New)

McHenry County is working with the Illinois State Geological Survey and the Illinois State Water Survey to perform geologic mapping and groundwater flow modeling investigations that will provide technical information and support for the sustainable management and protection of groundwater resources. In particular, the proposed investigations will provide an evaluation of the distribution and sensitivity to contamination of major sand and gravel aquifers and insight on the long-term availability of groundwater resources for all of McHenry County.

METRA Non-UWP Funded Studies

Union Pacific West Line Corridor

Development in the Union Pacific West (UP-W) Line Corridor is creating transportation opportunities and challenges. As Chicago-based employees seek places further west to live, the demand for long-distance travel increases, placing a strain on existing regional roadways and rail services. Furthermore, the explosive growth in the western portion of the UP-W Corridor is creating new markets for non-traditional type trips, including reverse commutes and suburb-to-suburb commutes. The ability to expand roadway capacity to meet this increased demand without substantial community or environmental impacts is limited. In addition, constraints to the facilities and operations of the railroads in the UP-W Corridor limit the ability to expand commuter rail service without major capital investments. Metra completed the Alternatives Analysis (AA) study in September 2007 for the Union Pacific West (UP-W) Upgrade project. Metra has begun an Environmental Assessment of the proposed UP-W Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project.

Union Pacific Northwest Line Corridor

The Union Pacific Northwest (UP-NW) Line connects the fast-growing region of McHenry County to Northwest Cook County and Chicago. The existing transportation infrastructure

cannot handle the current and projected growth in population in the UP-NW Corridor. This corridor has extremely limited opportunities to add to the roadway network. In addition, the current location and configuration of maintenance facilities fails to maximize efficiency or allow for increased service to outlying areas. The project aims to address these growing needs and travel markets. Metra completed the Alternatives Analysis (AA) study in September 2007 for the Union Pacific Northwest Upgrade project. Metra has begun an Environmental Assessment of the proposed UP-NW Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project.

Southeast Service Corridor

The Southeast Service (SES) corridor contains a significant number of low-income workers, who are disproportionately impacted by commuting costs. The SES project endeavors to address this by providing a link from the Southern Suburbs to downtown Chicago. The project is also envisioned to serve as a catalyst for economic development in the communities in the corridor. Due to the availability of affordable housing and developable land in the corridor, dramatic population growth is projected, but the existing infrastructure will not be able to handle this growth. Metra is currently undertaking an Alternatives Analysis in the SES Corridor to identify a locally preferred alternative to address these issues.

Suburban Transit Access Route Corridor

The Suburban Transit Access Route (STAR) Line project aims to address the need for increased suburb-to-suburb and city-to-suburb connections in the Chicago region. These markets are larger than the traditional suburb-to-city commute market, and they continue to grow more quickly than CBD-based travel. The STAR Line project would connect many of the region's largest job centers with the fastest growing residential markets in the region, providing an alternative to the automobile for trips where no such alternative currently exists. Metra is currently undertaking an Alternatives Analysis in the STAR Line Corridor to identify a locally preferred alternative to address these issues.

BNSF Improvement Alternatives Analysis

Metra is investigating the feasibility of extending commuter service on the Burlington Northern Santa Fe Railway from its current terminus in Aurora to Oswego. This phase of study will examine the most feasible means of achieving this goal.

PACE Non-UWP Funded Studies

Arterial Rapid Transit Corridor Alternative Analyses

Pace's Arterial Rapid Transit Network (PARTNER) program will develop high quality rubber-tire transit service on suburban arterials. These high-quality service trunk routes will form a network of Rapid Transit corridors. Pace will undertake alternatives analysis for each corridor to determine the locally preferred alternative. The first corridor's alternatives analysis will serve as a template and develop methods for data collection and travel demand forecasting that will be leveraged off by following alternative analyses. Pace has received federal authorization for Cermak and Golf Road. Alternatives Analysis will prepare these projects for funding consideration as New Start, Small Start projects.

Service Restructuring Study

The study's purpose is to develop a route structure that is in line with current travel markets in Northeastern Illinois. The primary area of concentration is the 4100 revenue bus hours operated in Cook County and fixed route service provided in the collar Counties. The study will develop a plan to restructure current service. The work tasks are a full ride check of each trip at least once for weekday/Saturday/Sunday service. This includes a 25% sample origin destination study for weekdays only. The consultant would provide an extensive range of data and analysis of this information and use it to streamline service in a simple arterial street oriented system. The consultant would advise and participate in the public hearing process but Pace would run the public consultation process. The consultant would also provide full schedules and operator picks produced through Pace's Hastus system. The study covers an 18 month time period and includes an early deployment effort as a community example of the changes typical of the full restructuring effort.

Harvey Transportation Center – Traffic Signal Priority Project

This project will study coordination and upgrade of existing traffic signals with Transit Signal Priority (TSP) for buses in the vicinity of the Harvey Transportation Center. This project will determine the appropriate approach to the upgrade and modernization of 15-20 existing traffic signals along 154th Street, Park Avenue and Halsted Street to facilitate TSP. Implementation of TSP in this vicinity has the potential to greatly improve the service reliability of the Pace routes and enhance the terminal transit operation.

Queue Jump – Traffic Signal Priority Project

This project will evaluate and determine a concept design for a bus "Q-Jump" lane at intersections with existing dedicated right turn bays. The project will address geometric design as well as the need for the signal modifications. A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal. A special bus-only signal may be required. The queue jump lane can be a right-turn only lane, permitting straight through movements for buses only. A queue jump lane can also be installed between right-turn and straight through lanes. A similar arrangement can be used to permit a bus to cross traffic lanes to make a left turn immediately after serving a curb side stop. The project will address selected locations representative of typical conditions in the six County area.

Bus Oriented Development and Land Use Coordination

This project will develop a coordination program which allows planning entities including, Municipalities, Counties, and the Regional MPO to partner with Pace on new development and roadway projects. Major tasks may include identification of bus transit/development corridors, literature review regionally and nationally focusing on Bus Oriented Development, identify a location and a community for a case study, and prepare a business plan for a case study location. If such partner cannot be identified, use an applicable existing TOD case study of the region to develop a hypothetical Bus Oriented Development case study and business plan.

Express Bus Network

This is a study of high speed corridors for express bus implementation leading to an interconnected network of express bus service that will tie into mainline arterial service as well as a regional system of Park-and-rides lots and transit centers. This will be consistent with Pace's restructuring efforts. A bus only shoulder component including the feasibility of converting the express/freeway shoulders in region for bus-only travel during a.m. and p.m. peak periods will also be studied.

Designated-Stop Operation

Pace's vision for the future – stated in Vision 2020 – “to provide efficient transit service with decreased travel time requires the coordination of infrastructure, service, information and travel demand.” Establishing designated bus stops will provide the infrastructure required for designated-stop operation. There are many benefits to designated stop operation. Benefits to the passengers include:

- Reduced travel times
- Improved on-time performance
- Improved consumer recognition and understanding of Pace's service on the streets
- Improved accessibility to passengers
- Improved visibility of passengers by bus operators
- Improved safety

Pace will benefit from savings due reduced running times and improved trip time reliability, and will have an improved image from the more established presence on the streets.

RAILROADS Non-UWP Funded Planning Studies

CREATE

CREATE (Chicago Region Environmental and Transportation Efficiency) is a transportation project of local, regional and national significance to improve rail infrastructure, grade separate 25 railroad grade crossings, and improve Metra/Amtrak service in the Chicago region. The CREATE partners are IDOT, CDOT, and the AAR.

REGIONAL TRANSPORTATION AUTHORITY Non-UWP Funded Planning Studies

The Regional Transportation Authority (RTA) is involved in the following non-UWP funded planning projects of potential regional significance:

Corridor Planning Studies

These corridor level planning studies are multi-party investigations of new and expanded transportation corridors. Studies typically have a transportation planning component aimed at identifying and determining feasibility for one or more modal options/alignments. In some corridors, municipal partners are leading complementary studies focused on development of transit supportive land use policies/development strategies and local financing mechanisms that are critical to successful implementation of major new transit service.

- Cook-DuPage Corridor Study – The RTA is undertaking the Cook-DuPage Corridor Study in partnership with the Illinois Department of Transportation to examine a broad

range of transportation system improvements to meet the mobility needs in the western suburbs of Chicago. The corridor spans all or portions of 51 suburban municipalities and the Austin neighborhood of Chicago comprising three Councils of Mayors and two councils of government, two counties and over 1 million residents. Corridor boundaries are Cicero Avenue, the Kane/DuPage county line, Metra's Milwaukee District West Line and the Burlington Northern Santa-Fe Railway. . Three major phases of study spanning 2003-2010 are anticipated: 1) Travel Market Analysis, 2) Options Feasibility and 3) System Alternatives Analysis. The final two phases are being accompanied by Public Input and Communication.

- The Travel Market Analysis (completed December 2005) identified major travel patterns affecting the corridor, transportation system deficiencies and major mobility problems for corridor level travel. Approximate budget: \$585,000
- The Options Feasibility Study (Completion expected in June 2008) develops and screens on a high level a comprehensive list of multi-modal options that will serve intersuburban and reverse commute travel markets; and respond to the major mobility needs identified in the Travel Market Analysis. New potential projects generated as part of the Options Feasibility study to meet identified corridor mobility needs as well as several Regional Transportation Plan proposals are being considered. This phase will produce a small set of options that are capable of achieving technical and policy objectives for further analysis. . Approximate budget: \$600,000
- System Alternatives Analysis will build on the results of the Options Feasibility study and undertake a more detailed examination of physical, operational, financial, social and system impacts of feasible options to achieve consensus on a preferred alternatives(s) that can be included in the region's comprehensive plan and built. System Alternatives Analysis will differentiate modes and alignments, and include more detailed engineering, modeling and environmental analysis. Approximate budget: \$1,000,000 (partially funded by UWP)
- Public Input and Communications will develop and execute a plan to ensure continuous public input and meaningful public education/outreach materials throughout the development and evaluation of major new transportation improvement alternatives for the Cook-DuPage Corridor. Approximate budget: \$300,000
- Corridor Planning Standards – (Completed December 2007) This study will develop and apply corridor planning standards to ensure that future transportation investments reflect the specific needs and values of local communities. These standards, being developed initially for the Cook-DuPage Corridor, can then be customized for application throughout the region. In February of 2006, corridor communities began working together to establish their own collective vision, goals, values and preferences for the corridor transportation system and its integration with their towns. Key issues and local values were established using a variety of techniques and activities, such as a survey of mayors and presidents, U.S. Census research, a workshop with planners and other professionals representing a broad cross-section of Corridor communities and meetings with local leaders. Input from these activities provided the basis for development of Corridor Planning Standards that reflect shared local values and

preferences with which to evaluate potential future transportation system options. .
Approximate budget: \$250,000

- North Shore Corridor Travel Market Analysis – (Completed July 2007) This study is a travel market analysis to identify and assess the severity of mobility problems in the North Shore area, and the ability and limitations of enhancements to the Chicago Transit Authority’s Yellow Line to effectively serve current and potential travel patterns. Corridor boundaries are Lake-Cook Road in the north, Bryn Mawr Avenue in the south, Lake Michigan in the east, and the Metra Milwaukee District North line in the west. The market analysis explored the potential need and optimal locations for new intermediate stations on the Yellow Line to serve existing and emerging travel markets. . .
Approximate budget: \$150,000
- Naperville Circulator Study – The Naperville Circulator Study will examine the market potential and other prerequisites of Circulator transit service within the City of Naperville. The study will include an analysis of the market for Circulator service in the city, identifying important locations to serve and markets of people who would potentially use a Circulator service. The study will also address institutional issues and service standards, such as the relationship of the Circulator route with existing Metra and Pace service as well as multi-agency programs such as Ride DuPage. It is expected to determine whether a single Circulator service or several different services would best serve Naperville’s needs, and to recommend operating specifications for each. The Circulator study is expected to result in service specifications that could be used to solicit proposals to operate the designated service. It will also result in specific recommendations concerning funding sources, plans for marketing the service, and integrating it with the regional transit system, and strategies for monitoring and evaluating its performance. Completion is expected in fall 2008 Approximate budget: \$100,000
- DuPage Phase 1 Community Circulators – This project builds upon the DuPage Area Transit Plan, the current, official transit Plan of DuPage County. The Plan recommends a suburban transit system comprised of three layers of service; a Bus Rapid Transit corridor connecting Naperville, Oak Brook, O’Hare and Schaumburg; a network of cross county bus and rail Connector routes; and numerous local Circulators. The DuPage Mayors and Managers Conference is undertaking a circulator market analysis and will develop detailed service specifications for approximately four new circulators. In addition, the study will develop circulator system planning standards and explore potential solutions to institutional issues that are a prerequisite to successful service deployment. Completion is expected in June 2008. Approximate budget: \$170,000

WILL COUNTY Non-UWP Funded Studies

Corridor Study: Gougar Road (CH 52)

US Route 52 to US Route 6.

Corridor Study: Laraway Road (CH 74)

US Route 52 to Harlem Avenue.

APPENDIX J

UWP DEVELOPMENT PROCESS

The UWP Committee is charged with guiding the development of the annual Unified Work Program for transportation planning in northeastern Illinois. The Unified Work Program lists the planning projects the UWP committee members 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 region's MPO Policy Committee. The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and a representative from the 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 member agency can submit proposals or sponsor submissions from other entities.

The UWP development process begins each fall. The UWP Committee requests policy direction on regional planning priorities for the upcoming program from the CMAP Board and MPO Policy Committee. Priorities are further guided by the factors included in the *Scope of the Metropolitan Planning Process*, from Sec. 450.306 of the federal regulations found in 23 CFR Parts 450 and 500 and 49 CFR Part 613. The policy direction is described in a document summarizing the expected components to a Core and Discretionary program. All relevant documentation is posted on the CMAP Web site at <http://www.cmap.illinois.gov/uwp/default.aspx>.

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 in early February. A second tier of projects focusing on select emphasis areas are submitted for review in late February, with review and selection taking place in March and April (see below for a breakdown of Core and Competitive projects). The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration in April. The draft program is then submitted to the funding agencies and released for public comment. Following their review, the draft program is sent to the MPO Policy Committee 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 FY09 UWP programs \$15,197,062 in federal funding, along with the required 20 percent of local matching funds, resulting in over \$19 million dedicated to transportation planning in the northeastern Illinois region during this program year.

Section 1: Core

The UWP Committee approved \$12,793,884 in federal funding under the FY '09 Core Program. Agencies receiving core funding were CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, and RTA.

Section 2: Competitive

With \$12,793,884 approved in the Core, \$2,403,178 in federal funding remained in the competitive round. The participating agencies (CTA, RTA, Metra, Pace, CDOT, Regional CoM, CMAP, Kane County, Lake County) submitted 25 projects totaling \$4,915,685. The projects were ranked on a scale of 1,2, or 3, (three is the highest score).. Each agency ranked the 25 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. Each project garnered exactly 7 votes, and final scores ranged from 7 to 20. All projects ranked with a score of 16 and above were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY09 UWP Proposed Program was reviewed by the Transportation Working Committee and released for a public comment period (April 25-May 19, 2008). No public comments were received.

More information about the FY09 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/uwp/default.aspx>

APPENDIX K

FY 2008 UWP MONITORING AND REPORTING

Over the past several years, the FHWA/FTA, CMAP Board, CMAP staff, and other regional civic organizations have recommended that CMAP and the MPO Policy Committee implement a process to account for the results of now over \$18 million annual in federal metropolitan planning funds in the UWP. While such a system may not be statutorily required under federal law, the region will benefit from a clearer indication of the products produced by these funds. Developing a system of accountability will not only inform the region about what is being accomplished with federal planning dollars, it will also help in the construction of a more efficient and effective UWP process moving forward.

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

In response to this certification, the Unified Work Program Committee approved a new process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and also complete four short narrative sections to detail work status, progress, products, and short term future objectives. This process of progress reporting has begun to cover projects funded in FY 2008 and will continue onwards through FY 2009. Reports are completed by the middle of each month following the close of each quarter, or the fifteenth of 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/uwp/default.aspx>



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