

CMAP



UWP for Transportation Unified Work Program

Northeastern Illinois Fiscal Year 2012



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

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

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Section 1: Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2012 (FY 12) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,820,886 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 2012 UWP programs \$15,700,000 in FHWA/FTA funds and \$4,120,886 in state or local sources to provide for the necessary matching funds.

The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 12 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2011 through June 30, 2012. The UWP Committee developed the FY12 program based on the UWP funding mark (\$15,700,000 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 largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 12 [regional planning priorities](#) developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a [quantitative scoring process](#) to evaluate project submissions in the competitive round.

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

FY 12 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Will 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).

Funding by Agency

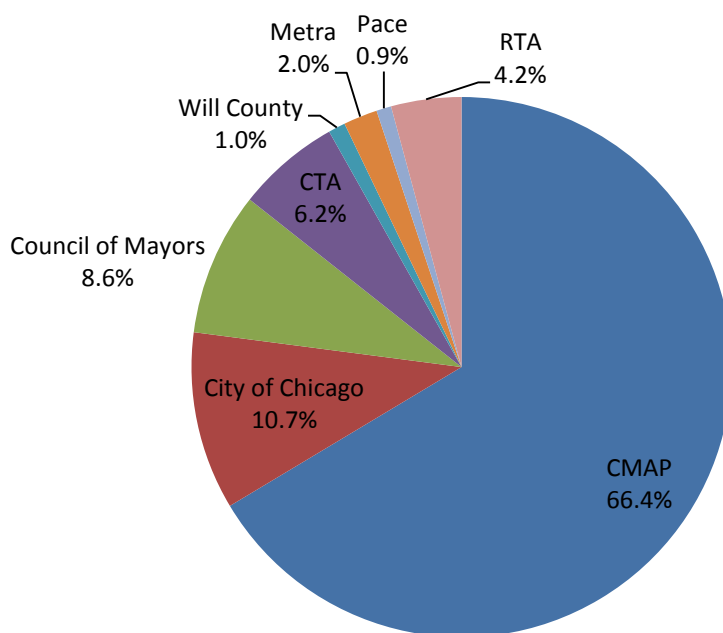
Figure 1 shows the share of FY 12 UWP funds programmed to each agency. CMAP is receiving 66.4% of the new FHWA PL and FTA section 5303 funds to implement the region's long range plan GO TO 2040, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and

Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. The CTA, Metra, Pace, and RTA are receiving 6%, 2%, 1%, and 4% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA was awarded over \$1 million to advance planning work on the Red Line. The south extension of the Red Line is one of only five major new extension projects in GO TO 2040. The RTA received funding for a mix of technical assistance and technical analysis work, including advancement of a regional interagency fare model, which will investigate the revenue and ridership impacts of a range of potential interagency fare products.

The City of Chicago is receiving 10.7% of the funds for transportation planning and programming, planning phase III of the Chicago Union Station Master Plan (a component of which is the West Loop Transportation Center concept, which is also a major priority project of GO TO 2040), studies on the feasibility of the Far South Railroad relocation and traffic signal systems operations and management.

The Regional Councils of Mayors are receiving 8.6% of the funds. The Council of Mayors Planning Liaison program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Will County is receiving 1% of the funds, for their IL Route 53 Corridor Plan. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the nation’s busiest inland port.

Figure 1: FY 12 UWP- Share of Funds by Agency



Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	Communications and Outreach		1,169,360	292,340	1,461,700
CMAP	Local Planning Support		1,406,000	351,500	1,757,500
CMAP	Regional Information and Data Development	974,000	327,600	325,400	1,627,000
CMAP	Data Sharing and Warehousing		1,452,800	363,200	1,816,000
CMAP	Policy Development		1,688,400	422,100	2,110,500
CMAP	Transportation Improvement Program		1,277,666	319,416	1,597,082
CMAP	Congestion Management Process		1,000,880	250,220	1,251,100
CMAP	Information Technology Management		1,129,120	282,280	1,411,400
	CMAP Total	974,000	9,451,826	2,606,456	13,032,282
CTA	Program Development	160,000		40,000	200,000
CTA	Red Line Extension - Environment Impact Statement	406,500		101,625	508,125
CTA	Red and Purple Modernization - Environmental Impact Statement	406,500		101,625	508,125
	CTA Total	973,000	-	243,250	1,216,250
City of Chicago	City of Chicago Transportation Planning and Programming		600,000	150,000	750,000
City of Chicago	Chicago Union Station Master Plan - Phase III	450,000		112,500	562,500
City of Chicago	Far South Railroad Relocation Feasibility Study	450,000		112,500	562,500
City of Chicago	Chicago TSM & Signal Interconnect Priority Models	148,000		37,000	185,000
City of Chicago	Chicago Signal Operations and Management Adaptive	25,000			25,000

	Signal Control Pooled Fund Study				
	City of Chicago Total	1,073,000	600,000	412,000	2,085,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,348,174	539,181	1,887,355
	Council of Mayors Total		1,348,174	539,181	1,887,355
Will County	IL Rt. 53 Corridor Plan	160,000	-	40,000	200,000
	Counties Totals	160,000	-	40,000	200,000
Metra	Program Development	320,000		80,000	400,000
	Metra Totals	320,000	-	80,000	400,000
Pace	Rideshare Services Program	140,000		35,000	175,000
	Pace Totals	140,000	-	35,000	175,000
RTA	Operating Cost Impacts of Capital Projects	120,000		30,000	150,000
RTA	Regional Interagency Fare Model	340,000		85,000	425,000
RTA	Transit-Oriented Development Implementation Technical Assistance Program	200,000		50,000	250,000
	RTA Totals	660,000	-	165,000	825,000
	FY 12 UWP Total	4,300,000	11,400,000	4,120,887	19,820,887

Funding by Program Category

The FY12 UWP is divided into six major program categories, as another way of describing the breadth of work involved. The program categories are briefly described below. Figure 2 shows the allocation of total FY12 UWP funds by category, and Table 2 shows how each project breaks out by 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.

1. Regional Transportation Planning

This program category comprises the research, analysis, and regional coordination necessary to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. GO TO 2040, the comprehensive regional plan for northeastern Illinois, was adopted by the MPO Policy Committee and CMAP Board in October 2010. The budget for this program category totals \$1,655,456, or 8% of the total UWP.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this program category totals \$3,312,191, or 17% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan GO TO 2040 fall within this category. The budget for this category totals \$4,164,785 or 21% of the total UWP.

4. Transportation Planning Data/Model Development

The projects in this category are focused on the collection, display and dissemination of primary and secondary data related to transportation and demographics. These projects provide the technical tools and basic data for the region's transportation planning and plan implementation efforts. The budget for this category totals \$4,604,570 or 23% of the total UWP.

5. Special Studies

This category comprises projects focused on operational, demand and information technology strategies to improve the efficiency and effectiveness of the transportation system for all users. The congestion management process falls under this category, as do other projects including technical studies and management efforts for improving the region's air quality, providing for regional participation and contribution to statewide air quality planning activities, and to

see that environmental and other issues are properly addressed in the region's transportation plan. The budget for this category totals \$2,085,295 or 11% of the total UWP.

6. Subregional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$4,000,590, or 20% of the total UWP.

Figure 2: Share of FY 12 Funds by Category

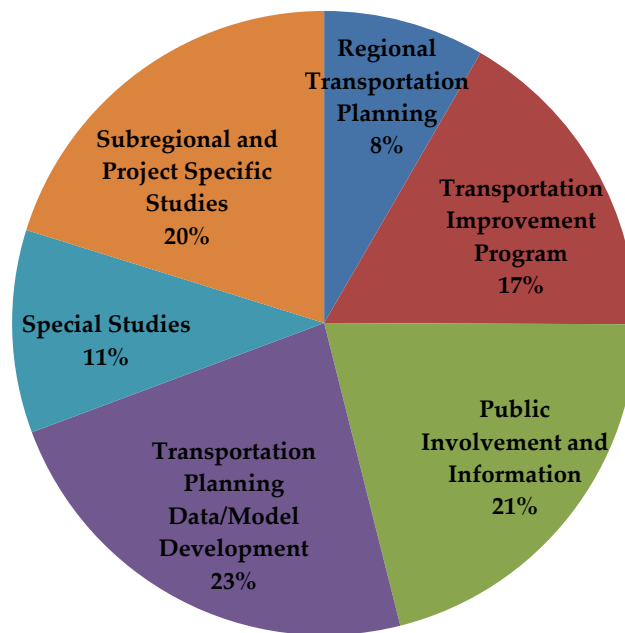


Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
CMAP	Transportation Improvement Program	1,597,082		1,437,374	159,708			
CMAP	Congestion Management Process	1,251,100	125,110		62,555		1,063,435	
CMAP	Local Planning Support	1,757,500	175,750		1,230,250			351,500
CMAP	Regional Information and Data Development	1,627,000	162,700		162,700	1,301,600		
CMAP	Data Sharing and Warehousing	1,816,000				1,816,000		
CMAP	Communications and Outreach	1,461,700			1,461,700			
CMAP	Policy Development	2,110,500	316,575		105,525	211,050	633,150	844,200
CMAP	Information Technology Management	1,411,400	352,850	141,140	141,140	423,420	211,710	141,140
CTA	Program Development	200,000		120,000	80,000			
CTA	Red Line Extension - Environment Impact Statement	508,125						508,125

CTA	Red and Purple Modernization - Environmental Impact Statement	508,125						508,125
City of Chicago	City of Chicago Transportation Planning and Programming	750,000	75,000	375,000	75,000			225,000
City of Chicago	Chicago Union Station Master Plan - Phase III	562,500				56,250		506,250
City of Chicago	Far South Railroad Relocation Feasibility Study	562,500				56,250		506,250
City of Chicago	Chicago TSM & Signal Interconnect Priority Models	185,000				185,000		
City of Chicago	Chicago Signal Operations and Management Adaptive Signal Control Pooled Fund Study	25,000				25,000		
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,887,355	377,471	943,677	566,206			
Metra	Program Development	400,000	40,000	280,000	80,000			
Pace	Rideshare Services Program	175,000					175,000	

RTA	Operating Cost Impacts of Capital Projects	150,000	30,000	15,000		105,000		
RTA	Regional Interagency Fare Model	425,000				425,000		
RTA	Transit-Oriented Development Implementation Technical Assistance Program	250,000						250,000
Will County	IL Rt. 53 Corridor Plan	200,000			40,000			160,000
Total		\$19,820,887	\$1,655,456	\$3,312,191	\$4,164,785	\$4,604,570	\$2,083,295	\$4,000,590
Percentage of Total			8%	17%	21%	23%	11%	20%

Brief Synopses of FY 2012 Recommended UWP Projects

Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$ 13,032,282
<p>Communications and Outreach Purpose: The GO TO 2040 communications and outreach plan involves ongoing communication and promotion of the plan to key stakeholders and implementing agencies. Building on a successful communications and outreach approach that resulted in the plan's adoption, this task will continue CMAP's efforts to sustain and increase awareness of GO TO 2040's implementation activities.</p>	\$1,461,700
<p>Congestion Management Process Purpose: The CMAP Congestion Management Process (CMP) is a systematic method of managing congestion that provides information on Transportation system performance and on alternatives for alleviating congestion and enhancing mobility. The CMP is required by federal legislation and is governed by federal rules. The CMP is integrated into the transportation development process. Planning, programming and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction</p>	\$1,251,100
<p>Data Sharing and Warehousing Purpose: This program sustains CMAP's role as the authoritative source of data for planning in our region, as outlined in our enabling legislation. The Metropulse website now serves as the anchor of a data sharing and warehousing program that will serve a wide variety of data needs for local and regional planners.</p>	\$1,816,000
<p>Information Technology Management Purpose: This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the internal infrastructure necessary to generate robust transportation data dissemination applications, documentation of data library management practices, content management systems for transportation datasets, and a query interface and file transfer protocol to permit analysis and visualization of data.</p>	\$1,411,400
<p>Local Planning Support Purpose: GO TO 2040 supports the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where transportation infrastructure already exists. The plan recommends that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community. This program provides technical assistance to local governments for planning activities that implement GO TO 2040.</p>	\$1,757,500

<p>Policy Development Purpose: GO TO 2040 addresses broad issues of governance and policy, which are equally as important as physical infrastructure to our region's future. The primary goal of this program is to use the agency's vast data resources to generate compelling analyses in subject areas aligning with GO TO 2040. Dissemination of this analysis provides the context for strategic coordination on policy with other organizations, including administrative or legislative action. The main activities include research and analysis, steering GO TO 2040 priorities via the agency's committee structure, legislative analysis, and coordination with other organizations.</p>	<p>\$2,110,500</p>
<p>Regional Information and Data Development Purpose: This program is based on CMAP's Strategic Plan for Advanced Model Development and the agency's longstanding role in providing regional forecasts and planning evaluations. The major tasks include: advanced urban model development, travel and activity survey, standard travel and emissions modeling, regional analysis inventories, and tracking of GO TO 2040 indicators.</p>	<p>\$1,627,000</p>
<p>Transportation Improvement Program Purpose: A core federal requirement, the transportation improvement program (TIP) assures all available transportation program funds are expended effectively and on a timely basis, as well as providing the necessary support to project programmers and assuring all federal requirements are satisfied.</p>	<p>\$1,597,082</p>
<p>Chicago Transit Authority (CTA)</p>	<p>Agency Total: \$1,216,250</p>
<p>Program Development Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	<p>\$200,000</p>
<p>Red Line Extension – Environmental Impact Statement Purpose: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GO TO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).</p>	<p>\$508,125</p>

<p>Red and Purple Modernization – Environmental Impact Statement</p> <p>Purpose: The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA’s effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. Environmental scoping meetings were conducted in January. The current step in the process is preparation of an Environmental Impact Statement (EIS).</p>	<p>\$508,125</p>
<p>City of Chicago</p>	<p>Agency Total: \$2,085,000</p>
<p>City of Chicago Transportation Planning and Programming</p> <p>Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>	<p>\$750,000</p>
<p>Chicago Union Station Master Plan – Phase III</p> <p>Purpose: Building off of Phase I and Phase II work, the project will continue planning for a West Loop Trans Center and/or alternatives to address future passenger and train capacity needs at Chicago Union Station (CUS). The plans will anticipate leveraging federal interest in improved intercity rail transportation. In Phase I CUS alternatives are being developed; Phase II will develop ped simulation models (for inside & outside CUS) and analyze real estate issues; Phase III will develop a train ops simulation model to assess capacity of alternative station plans.</p>	<p>\$562,500</p>
<p>Far South Railroad Relocation Feasibility Study</p> <p>Purpose: The UP (Villa Grove Sub) freight railroad operates at-grade from 89th to 116th Street, through several densely populated residential neighborhoods. It has 10 street grade crossings & many unauthorized ped x-ings. Rail traffic is 24 tpd & growing. Project would assess rail line relocation, between 89th & 119th Streets, to the under-utilized but grade-separated CN (along Cottage Grove) + CRL (between 91st/Holland & 94th/Cottage Grv) rail lines. Would require a new railroad flyover bridge to connect CN and CRL tracks, plus related infrastructure improvements.</p>	<p>\$562,500</p>
<p>Chicago Signal Operations and Management Adaptive Signal Control Pooled Fund Study</p> <p>Purpose: The purpose of this project is to support City of Chicago participation in the proposed Pooled Fund Study titled Traffic Signal systems Operations and Management. The Pooled Fund Study is sponsored by Indiana DOT in support of the Federal Highway Administration (FHWA) “Every Day Counts (EDC)” Program initiative which has identified</p>	<p>\$25,000</p>

prioritized Adaptive Signal Control (ASC) as a priority for near-term implementation based on observed and anticipated benefits. (See Transportation Pooled Fund Program Solicitation No. 1296, posted 1/22/2011).	
<p>Chicago TSM and Signal Interconnect Priority Models</p> <p>Purpose: The purpose of this project is: a) to conduct a critical and comparative review of the existing Chicago Traffic Signal Modernization (TSM) Priority Model to identify enhancements and any changes required based on the new 2010 Manual for Uniform Traffic Control Devices (MUTCD), and b) develop and apply a Signal Interconnect Priority Model to identify corridors for signal technology and operational improvements that may include interconnects, signal coordination, Transit Signal Priority (TSP). The focus of this project is to develop and test the technical tools and procedures, and assemble the required data and databases to support CDOT planning functions for signal improvements and signal interconnect corridor investments. Once developed and tested, the tools and procedures would be available for use by other agencies as appropriate.</p>	\$185,000
Council of Mayors	Agency Total: \$1,887,354
<p>Subregional Planning, Programming and Management (Core)</p> <p>Purpose: The purpose is to provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communications assistance.</p>	\$1,887,354
Will County	Agency Total: \$200,000
<p>IL Rt. 53 Corridor Plan</p> <p>Purpose: The project will produce a multijurisdictional plan for the Illinois Route 53 Corridor through Will County. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the Nation's busiest inland port. This project will look at what is necessary to integrate the Nation's busiest inland intermodal center with the rest of Will County's attributes.</p>	\$200,000
Metra	Agency Total: \$400,000
<p>Program Development</p> <p>Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois.</p>	\$400,000

Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	
Pace	Agency Total: \$175,000
<p>Rideshare Services Program</p> <p>Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. Pace seeks to procure a new software that meets the benchmarks of nationally recognized rideshare programs and provides users with a better experience, in lieu of technological advancements in software products available.</p>	\$175,000
RTA	Agency Total: \$825,000
<p>Operating Cost Impacts of Capital Projects</p> <p>Purpose: The purpose of the program is to develop a standard methodology for estimating the operating cost impacts of capital projects to assist in comparison of projects for initial project evaluation and screening. Consider the varying ways a project can impact operations such as cost savings, productivity and quality improvements, and ridership and revenue growth. Develop an automated model with a set of standardized spreadsheets to estimate impacts for different types of projects that all project managers can use.</p>	\$150,000
<p>Regional Interagency Fare Model</p> <p>Purpose: The RTA is seeking to develop an interagency fare model that will be utilized as a predictive tool to investigate the revenue and ridership impacts of a range of potential interagency fare products. The RTA is seeking consultant services to develop a disaggregate elasticity based model to analyze the impacts of alternative interagency fare products and policies and their associated pricing options.</p>	\$425,000
<p>Transit-Oriented Development Implementation Technical Assistance Program</p> <p>Purpose: The RTA will provide technical assistance on transit-oriented development implementation to local governments that have completed and adopted transit-oriented development plans through the RTA's Community Planning and Subregional Planning programs (approximately 70). This work will support the CMAP GO TO 2040 Plan's emphasis on providing targeted technical assistance to local governments and will supplement CMAP's technical assistance efforts through the Local Technical Assistance Program.</p>	\$250,000

Section 2: Major Scheduled Projects

The projects included in the UWP will result in the development of a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2012. 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 2012. This list is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

Work Element/Project	Product	Product Type	Completion Date
<u>Chicago Metropolitan Agency for Planning</u>			
Communications and Outreach	Printed Materials: Fact sheets	Outside distribution	Ongoing
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures	Outside distribution	Ongoing
	Educational Events / Training: Bi-annual GO TO 2040 Forum	Plan/Program	Twice a year
	Educational Events / Training Sessions: Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
	Educational Events / Training Sessions: Water 2050 Forum	Plan/Program	Ongoing
	Translation Services: Various key fact sheets, report summaries, and brochures should be translated into Spanish	Outside distribution	Ongoing
	Video: Video tutorials on how to use the new Human Capital data portal that is in development.	Outside distribution	Ongoing
	Video: Communication and media videos on how local stakeholders are successfully implementing GO TO 2040	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Web Development and Design: Human Capital data portal design and integration	Outside distribution	Ongoing
	Web Development: Customized TIP web form that allows better collection of data.	Outside distribution	Ongoing
Congestion Management Process	RTOC/Freight Analysis: Technical evaluations of strategies and oportunities to address regional truck issues, including truckways, truck routes, truck parking, and delivery time management..	In-house	June 2012
	RTOC: Develop forum for partner agencies to collaborate on operations-related projects.	Outside distribution	June 2012
	Freight Policy: Report with preferred options for the development of a Regional Freight Authority	Outside distribution	June 2012
	Performance Monitoring: Update performance measurement data, focusing on Regional Indicators.	In-house	June 2012
	Performance Monitoring: Prepare and provide information to support performance-based programming.	In-house	June 2012
	Congestion Management Strategy: Report for communities in support of parking management strategies, including pricing.	Outside distribution	June 2012
	Congestion Management Strategy: Prepare materials to explain and promote congestion management strategies for local communities, including those that support transit system performance.	Outside distribution	June 2012

Work Element/Project	Product	Product Type	Completion Date
	Implement 4 technical Soles and Spokes Workshops to provide training to engineers and planners for the latest techniques in providing safe cycle and pedestrian infrastructure. (This project will be supported by user fees)	Outside distribution	June 2012
	Bicycle and Pedestrian Transportation Planning: Prepare blog, web pages, reports, and briefs to explain and promote good practices for local communities.	In-house	June 2012
	PL Data Collection:	Outside distribution	June 2012
	RTOC/Freight Analysis: Technical evaluations of strategies and opportunities to address regional truck issues, including truckways, truck routes, truck parking, and delivery time management..	In-house	June 2012
	RTOC: Develop forum for partner agencies to collaborate on operations-related projects.	Outside distribution	June 2012
Data Sharing and Warehousing	Metropulse website enhancements (ongoing)	Outside distribution	June 30, 2012
	TIP visualization website	Outside distribution	June 30, 2011
	Regional archive of transportation data (website)	Outside distribution	December 31, 2011
	Municipal data portals for local planning (website)	Outside distribution	March 31, 2012
	Workforce education/economic development data portal (website)	Outside distribution	March 31, 2012
	Regional data exchange protocols defined and implemented on a	Outside distribution	March 31, 2012

Work Element/Project	Product	Product Type	Completion Date
	pilot basis		
Information Technology Management	Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-house	Ongoing
	Office technology systems	In-house	Ongoing
	Wiki/CMS Intranet for internal network	In-house	Ongoing
	Support of Web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
Local Planning Support	Regional products:		
	Continued calls for technical assistance applications	Plan/Program	Periodic
	Inventory of technical assistance activities offered by CMAP and partners	In-house	Ongoing
	Online case study library	Outside distribution	July 2011
	Updated Compendium of Plans	Outside distribution	October 2011
	Planning Commissioner workshops (6 areas each year)	Plan/Program	Ongoing
	Model ordinances (2 produced per year)	Outside distribution	Ongoing
	Community products:		
	Livable Communities grant project selection and project initiation	Plan/Program	August 2011
	Review of plans and ordinances on request	In-house	Ongoing
	Initiation and completion of Local	Plan/Program	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Technical Assistance projects (approximately 10 projects per year, mostly funded through HUD grant but with some UWP funding)		
Policy Development	Federal Legislative Agenda	Outside distribution	January 2012
	State Legislative Agenda	Outside distribution	January 2012
	Complete Freight Industry Cluster Drill Down Report	Outside distribution	October 2011
	Analysis, Reports, and Other Deliverables related to the Tax Policy Task Force	Outside distribution	Ongoing
	Issue Briefs and Reports Related to Transportation Finance	Outside distribution	Ongoing
	Congestion Pricing Analysis- Focus on Potential Revenue Allocations, Local Impacts, Public Acceptance	Outside distribution	July 2011
	Regional Coordination and Development of Evaluation Criteria for Infrastructure Projects	Outside distribution	Ongoing
	Staffing of CMAP Committee Structure	In-house	Ongoing
	Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects		Ongoing
Regional Information and Data Development	Advanced Travel Model code and documentation	In-house	June 30, 2012
	Travel Survey data and documentation	Outside distribution	June 30, 2012
	Standard travel model and emissions results and documentation	Outside distribution	June 30, 2012

Work Element/Project	Product	Product Type	Completion Date
	Regional analysis inventory datasets and documentation	Outside distribution	June 2012
	Data and analysis responses and documentation	Outside distribution	June 2012
	GO TO 2040 Indicator tracking results and documentation	Outside distribution	June 2012
Transportation Improvement Program	TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation report	Outside distribution	November 2011
	Exepnditure reports	Outside distribution	Ongoing
	TIP webinar	Outside distribution	Ongoing
	Conformity analysis	Outside distribution	Twice a year
	Tier II Consultation agreements	Outside distribution	Ongoing
	Updated conformity documentation	Outside distribution	Twice a year
	Review regulatory changes	In-house	Ongoing
	Implementation of MOVES model	In-house	December 1, 2011
	FFY 2011-2016 TIP	Outside distribution	October 1, 2011
	TIP brochures	Outside distribution	Ongoing
	Proposed CMAQ projects to be withdrawn	Outside distribution	November 2011
	Proposed FY 12-16 CMAQ	Outside distribution	October 2011

Work Element/Project	Product	Product Type	Completion Date
	Program		
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
<u>CTA</u>			
Program Development	Annual Report	In-house	June 2011
	TIP Update	In-house	June 17, 2011
	TIP Update	In-house	August 5, 2011
	TIP Update	In-house	September 30, 2011
	TIP Update	In-house	November 18, 2011
	TIP Update	In-house	January 1, 2012
	TIP Update	In-house	March 1, 2012
	TIP Update	In-house	April 1, 2012
	TIP Update	In-house	June 15, 2012
Red Line Extension - Environmental Impact Statement	Interim Environmental Documentation	Outside distribution	June 1, 2012
	Public Participation Materials	Outside distribution	June 1, 2012
Red and Purple Modernization - Environmental Impact Statement	Interim Environmental Documentation	Outside distribution	June 1, 2012
	Public Participation Materials	Outside distribution	June 1, 2012
<u>City of Chicago</u>			
City of Chicago Transportation Planning and Programming	Interaction with elected officials	Outside distribution	June 30, 2012

Work Element/Project	Product	Product Type	Completion Date
	Interaction with public	Outside distribution	June 30, 2012
	Interaction with other agencies	Outside distribution	June 30, 2012
	Capital Improvement Prgram	Plan/Program	June 30, 2012
	Planning studies	In-house	June 30, 2012
	Fiscally constrained TIP (CDOT portion)	Plan/Program	June 30, 2012
	Data collection / database development	Outside distribution	June 30, 2012
Chicago Union Station Master Plan (formerly West Loop Terminal Plan) - Phase III	Technical Paper - Summary of Alternatives	In-house	March 2012
	Technical Paper - Future Operations and Required Track & Platform Capacity	In-house	June 2012
	Technical Paper - Alternatives Assessment, First Screening of All Alternatives	In-house	October 2012
	Technical Paper - Alternatives Assessment, Detailed Screening of Most Promising Alternatives	In-house	February 2013
	Draft Final and Final Reports	Plan/Program	April 2013
	Note: a Technical Advisory Committee consisting of representatives of the City, State, Amtrak, Metra, RTA, CTA and CMAP will review and comment on the above reports.		
Far South Railroad Relocation Feasibility Study	Technical Paper - Assessment of Existing Conditions	In-house	March 2012
	Technical Paper - Development of	In-house	June 2012

Work Element/Project	Product	Product Type	Completion Date
	Railroad Relocation Alternatives		
	Technical Paper - Assessment of Railroad Relocation Alternatives	In-house	September 2012
	Draft Final Report - Far South Railroad Relocation Feasibility Study	In-house	November 2012
	Final Report - Far South Railroad Relocation Feasibility Study	Plan/Program	December 2012
	Note: A Technical Stakeholder Advisory Committee comprising representatives from CTA and the affected railroads and other agencies will review and comment on the above products.		
Chicago Signal Operations and Management (O&M), Adaptive Signal Control (ASC) Pooled Fund Study	Signal Operations and Management Concepts	Tech Memos	TBD based on Pooled Fund Study schedule
	ASC feasibility criteria and assessment criteria	Tech Memos	TBD based on Pooled Fund Study schedule
	Progress Reports	Memos	TBD based on Pooled Fund Study schedule
	Final Report	Report	TBD based on Pooled Fund Study schedule
Chicago TSM & Signal Interconnect Priority Models	Inventory of existing conditions	Report, Maps	1 st Quarter 2012
	TSM and Signal Interconnect criteria	Tech Memos	2 nd Quarter 2012
	Criteria data	Database, Tech Memos	3 rd -4 th Quarter 2012
	Stakeholder input	Meetings, Tech Memos	3 rd -4 th Quarter 2012
	Recommended TSM intersections for TSM improvements	Report, Maps, Database	4 th Quarter 2012 – 1 st Quarter 2013

Work Element/Project	Product	Product Type	Completion Date
	Recommended corridors for signal interconnect improvements	Report, Maps, Database	4 th Quarter 2012 – 1 st Quarter 2013
<u>Council of Mayors</u>			
Subregional Transportation Planning, Programming and Management	Surface Transportation Program	Plan/Program	Ongoing
	Congestion Mitigation and Air Quality Program	Plan/Program	Ongoing
	Illinois Transportation Enhancement Program	Plan/Program	Ongoing
	Safe Routes to School Program	Plan/Program	Ongoing
	Newsletters/Annual Reports	Outside distribution	Ongoing
	Quarterly Reports	Outside distribution	Ongoing
	Other Plans/Programs, as needed	Plan/Program	Ongoing
	Other Reports, as needed	Outside distribution	Ongoing
<u>Counties</u>			
IL Rt. 53 Corridor Plan	1.1 Request for Qualifications released by Will County for consultants to respond by 8/23/2011.	Outside distribution	July 2011
	1.2 Review RFQs and conduct consultant interviews.	In-house	September 2011
	1.3 Select consultant and County Board Approval.	In-house	September 2011
	1.4 Negotiate a contract with selected consultant.	In-house	September 2011
	1.5 Introduce the consultant to the project.	In-house	September 2011
	1.6 Establish a steering committee for project oversight.	Outside distribution	October 2011

Work Element/Project	Product	Product Type	Completion Date
	2.1 Collect data which includes traffic counts and current land use development patterns.	Outside distribution	December 2011
	2.2 Analyze data collected.	In-house	February 2012
	2.3 Share findings with steering committee.	Outside distribution	March 2012
	2.4 Discuss recommendations and alternatives with steering committee.	Outside distribution	March 2012
	2.5 Develop a plan based upon findings and committee support, including an implementation policy in the plan.	Plan/Program	May 2012
	3.1 Bring the plan back to municipal and other governmental entities for local support.	Plan/Program	June 2012
	3.2 Consultant will present the completed plan at an official public hearing.	Plan/Program	July 2012
	3.3 Consultant will present the completed plan at a sub-committee of the County Board.	Plan/Program	September 2012
	3.4 Consultant will present the completed plan before the full County Board.	Plan/Program	September 2012
<u>Metra</u>			
Program Development	Preliminary Program and Budget	Outside distribution	October 2011
	Final Program and Budget	Outside distribution	November 2011
	TIP Submittal	Outside distribution	December 2011
	Public Involvement Briefing Materials	Outside distribution	November 2011

Work Element/Project	Product	Product Type	Completion Date
<u>Pace</u>			
Rideshare Services Program	A new Ridematching software program that performs all of the existing functions of the current system in addition to enhanced capabilities. These include dynamic (real time) ridematching, event matching, incentive management, Google based mapping, social media integration, improved user interface, improved tracking capabilities, improved administrator interface for editing and customization. This product is the most critical component of the program, and user expectations have increased as technology improvements and social media and internet use has become more prolific, functional, and user-friendly. Most other rideshare programs around the country have upgraded to more advanced software to power their ridematching websites, and the Chicago area should be amongst the leaders in providing the best available product to deal with its growing congestion problems.	Plan/Program	June 2012
<u>RTA</u>			
Operating Cost Impacts of Capital Projects	Review of existing cost allocation models and operating budget/financial data	In-house	September 2011
	Matrix of capital projects by types of impacts by operating budget cost center	In-house	October 2011
	Methodology for developing operating cost factors, cost estimates, productivity estimates, and revenue impacts	In-house	February 2012
	Conceptual design of cost estimation model	In-house	March 2012

Work Element/Project	Product	Product Type	Completion Date
	Computerized model for estimating operating impacts (project deliverable)	Outside distribution	May 2012
	Workbook -- guidelines for estimating operating costs and use of computer model (project deliverable)	Outside distribution	June 2012
Regional Interagency Fare Model	Draft Final Report	In-house	April 2012
	Final Report	Outside distribution	June 2012
	Fare Model	In-house	June 2012
	Fare Model User Guide	In-house	June 2012
RTA Transit-Oriented Development Implementation Technical Assistance Program	Program parameters, application materials, targeted call for projects.	In-house	May 2010
	Approved Program of Projects	Plan/Program	August 2011
	Completed plans / ordinance updates and technical assistance	Plan/Program	FY 2012
	Program Evaluation	In-house	FY 2012

* The three types of products are:

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

Section III: Detailed Work Program by Recipient Agency

CMAP

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Communications and Outreach
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,169,360
Local Match Amount	\$292,340
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,461,700

Description and Justification
<p>Brief Description: The GO TO 2040 communications and outreach core program involves ongoing communication and promotion of the plan to key stakeholders and implementing agencies. Building on a successful communications and outreach approach that resulted in the plan's adoption, this task will continue CMAP's efforts to sustain and increase awareness of GO TO 2040's implementation activities.</p>
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. Printed Communication Materials 2. Educational Events and Training Sessions 3. Translation Services 4. Video 5. Design 6. Web Development

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

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

GO TO 2040 serves as the region's long range transportation plan, and this core program is focused almost entirely on communicating the plan to the public.

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

Communications and outreach were key projects of the FY11 workplan. This work will allow CMAP to continue to build awareness around new implementation activities throughout FY12.

Is this project regional in scope? Please explain.

Yes. GO TO 2040 communication and outreach will be targeted throughout the 7-county metropolitan region.

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

Beneficiaries include local stakeholders, elected officials, key implementation agencies. Each of these projects seeks to better educate and engage the region on GO TO 2040.

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

State of Illinois

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Printed Materials: Fact sheets	Outside distribution	Ongoing
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures	Outside distribution	Ongoing
Educational Events / Training: Bi-annual GO TO 2040 Forum	Plan/Program	Ongoing
Educational Events / Training Sessions: Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
Educational Events / Training Sessions: Water 2050 Forum	Plan/Program	Ongoing
Translation Services: Various key fact sheets, report summaries, and brochures should be translated into Spanish	Outside distribution	Ongoing
Video: Video tutorials on how to use the new Human Capital data portal that is in development.	Outside distribution	Ongoing
Video: Communication and media videos on how local stakeholders are successfully implementing GO TO 2040	Outside distribution	Ongoing
Web Development and Design: Human Capital data portal design and integration	Outside distribution	Ongoing

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Web Development: Customized TIP web form that allows better collection of data.	Outside distribution	Ongoing
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Expense Breakdown	
Staff (including overhead) Cost	\$1,262,800
Total Person Months	107
Consultant Cost	\$115,000
Other Costs	\$83,900
Total Project Cost	\$1,461,700
Please specify the purpose of consultant costs	
Web design - \$75,000; design integration services - \$40,000	
Please specify the purpose of other costs	
Operating and Commodity Expenses	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Congestion Management Process
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,000,880
Local Match Amount	\$250,220
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,251,100

Description and Justification
<p>Brief Description: The CMAP Congestion Management Process (CMP) is a systematic method of managing congestion that provides information on Transportation system performance and on alternatives for alleviating congestion and enhancing mobility. The CMP is required by federal legislation and is governed by federal rules.</p> <p>The CMP is integrated into the transportation development process. Planning, programming and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction</p>

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Major Tasks (up to 20)

1. **Regional Transportation Operations Coalition:** The Regional Transportation Operations Coalition (RTOC) is a recently formed institutional forum and structure where regional operations can be addressed across jurisdictional boundaries to improve transportation system performance. RTOC encompasses all the aspects of transportation management and operations in the northeastern Illinois region. The coalition will help advocate for the collaboration and coordination in: regional data archiving and system monitoring; traffic signalization improvement, including transit signal priority, as appropriate; freight/intermodal management; arterial and freeway management; cooperative funding; construction coordination; innovative operations project identification; and bottleneck identification and elimination. Specific RTOC endeavors for 2012 include continuation of work to develop an efficient truck route network, including identifying improvements necessary for any needed system expansions, maintenance and improvements to the regional transportation data archive, and working with local communities and the counties to improve arterial traffic operations.
2. **Freight Analysis:** In cooperation with our partners, this project identifies, evaluates, and implements, as appropriate, strategies to address regional freight needs. The project also addresses the impact of freight on regional communities. In 2012, staff will work with the Freight Committee, other stakeholders, and local communities to identify strategies and opportunities to address regional truck issues, including truckways, truck routes, truck parking, and delivery time management.
3. **Freight Policy:** This project works with regional stakeholders to develop a vision and program for the freight system. In addition, the project will work to begin discussions on developing a regional freight authority to organize and improve public policy relating to freight.
4. **Transportation System Performance Monitoring.** This project supports regional transportation system data collection and analysis in support of the Congestion Management Process. The project also provides data input for regional transportation performance measures included in the Indicators Project. This program also supports the local summer data collection program. Lastly, this project will provide system performance information useful to programming agencies, including county and local agencies, to facilitate and promote performance-based programming.
5. **Congestion Management Strategy.** In cooperation with our partners, this project identifies, evaluates, and implements, as appropriate, strategies to address regional congestion. The project provides primary input for the Congestion Management Process. This element will also include the promotion of best practices to reduce congestion in metropolitan Chicago, consistent with the GO TO 2040 Plan. This project has three focus areas: (a) Congestion Pricing; (b) Parking Strategies, including pricing, and (c) identifying and promoting actions local communities can take to improve transportation system performance, including for the transit system.

**FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form**

State Fiscal Year (July 1 2011 – June 30, 2012)

- 6. Bicycle and Pedestrian Planning. In cooperation with our partners, this project identifies, evaluates, and implements, as appropriate, strategies to facilitate walking and bicycling in the region, including for access to transit.
- 7. Intelligent Transportation System Planning. This element supports regional Intelligent Transportation Systems (ITS) implementation within the metropolitan transportation planning process. ITS facilitates more efficient use of transportation resources by providing information on incidents, congestion, and other operations characteristics. ITS is used for both transportation planning and daily operations.

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

The Congestion Management Process is a core MPO responsibility

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

Yes, the Congestion Management Process is an ongoing program.

Is this project regional in scope? Please explain.

The Congestion Management Process is regional in scope, since congestion affects urban and suburban sections of the area.

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

All travelers will benefit from improved transportation system performance. Economic benefits will also accrue to businesses and their customers as shipping delays are reduced.

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

State of Illinois

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
RTOC/Freight Analysis: Technical evaluations of strategies and opportunities to address regional truck issues, including truckways, truck routes, truck parking, and delivery time management..	In-house	June 2012
RTOC: Develop forum for partner agencies to collaborate on operations-related projects.	Outside distribution	June 2012
Freight Policy: Report with preferred options for the development of a Regional Freight Authority	Outside distribution	June 2012
Performance Monitoring: Update performance measurement data, focusing on Regional Indicators.	In-house	June 2012
Performance Monitoring: Prepare and provide information to support performance-based programming.	In-house	June 2012
Congestion Management Strategy: Report for communities in support of parking management strategies, including pricing.	Outside distribution	June 2012
Congestion Management Strategy: Prepare materials to explain and promote congestion management strategies for local communities, including those that support transit system performance.	Outside distribution	June 2012

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Implement 4 technical Soles and Spokes Workshops to provide training to engineers and planners for the latest techniques in providing safe cycle and pedestrian infrastructure. (This project will be supported by user fees)	Outside distribution	June 2012
Bicycle and Pedestrian Transportation Planning: Prepare blog, web pages, reports, and briefs to explain and promote good practices for local communities.	In-house	June 2012
PL Data Collection:	Outside distribution	June 2012

Expense Breakdown	
Staff (including overhead) Cost	\$1,218,200
Total Person Months	102
Consultant Cost	\$0
Other Costs	\$32,900
Total Project Cost	\$1,251,100
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	
Operating and Commodities Expense	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Data Sharing and Warehousing
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,452,800
Local Match Amount	\$363,200
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,816,000

Description and Justification

Brief Description: This program sustains CMAP's role as the authoritative source of data for planning in our region, as outlined in our enabling legislation. The Metropulse website now serves as the anchor of a data sharing and warehousing program that will serve a wide variety of data needs for local and regional planners.

Major Tasks (up to 20)

1. MetroPulse website: maintenance and enhancement
2. Municipal data portals for local planning
3. Regional archive of transportation data (website)
4. TIP (transportation improvement program) visualization website
5. Workforce education / economic development data portal (website)
6. Data library management
7. Regional data exchange procedures defined

**FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form**

State Fiscal Year (July 1 2011 – June 30, 2012)

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

CMAP’s data sharing and warehousing program serves to guide transportation and land use planning in our region, and underlies CMAP’s role as the authoritative source for regional data and analysis.

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

Yes. This program provides support to CMAP's ongoing data exchange and dissemination activities. Specifically, this program extends the Metropulse web framework for providing useful data within the context of local and regional planning. It also extends CMAP's longstanding commitment to data sharing, as outlined in the GoTo2040 plan.

Is this project regional in scope? Please explain.

Yes. All products cover the entire CMAP region. Our online data program includes locally-specific data products for county and municipal planners, but is comprehensive and regional in its scope.

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

CMAP staff, planners at the state, county and municipal levels, and other stakeholders will benefit from CMAP's comprehensive online data program. The products range from general-purpose resources such as Metropulse, to more specific tools such as the Regional Transportation Archive, TIP visualization and Workforce Development portal.

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

State of Illinois

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Metropulse website enhancements (ongoing)	Outside distribution	June 30, 2012
TIP visualization website	Outside distribution	June 30, 2011
Regional archive of transportation data (website)	Outside distribution	December 31, 2011
Municipal data portals for local planning (website)	Outside distribution	March 31, 2012
Workforce education/economic development data portal (website)	Outside distribution	March 31, 2012
Regional data exchange protocols defined and implemented on a pilot basis	Outside distribution	March 31, 2012
Data library management (ongoing)	Outside distribution	June 30, 2012

Expense Breakdown	
Staff (including overhead) Cost	\$1,119,400
Total Person Months	88
Consultant Cost	\$400,000
Other Costs	\$296,600
Total Project Cost	\$1,816,000
Please specify the purpose of consultant costs Regional Indicator design - \$200,000; Regional Transportation Data Archive - \$200,000	
Please specify the purpose of other costs Operating and Commodities - 11,600; Data Acquisition - \$285,000	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Information Technology Management
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,129,120
Local Match Amount	\$282,280
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,411,400

Description and Justification

Brief Description: This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the internal infrastructure necessary to generate robust transportation data dissemination applications, documentation of data library management practices, content management systems for transportation datasets, and a query interface and file transfer protocol to permit analysis and visualization of data.

Major Tasks (up to 20)

1. This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the IT infrastructure necessary for staff to develop the long range plan, maintain model development applications and web based data dissemination applications.
2. Perform System Administration and computer staff support through management and maintenance of hardware and software for all CMAP computer systems. Assist staff in the use of computer resources, procurement of computer-related items, supplies, and equipment, including maintenance contracts for computer resources. Assist in the maintenance, development and enhancement of computer procedures that support CMAP administrative functions where support from original vendors is not available.
3. Data Center management and workstation support includes the planning, monitoring, and maintenance of server room space and facilities along with the procurement and maintenance of CMAP computer hardware and application software.
4. Business continuity implementation includes the design, maintenance and development of a key organizational infrastructure functions at a remote location.

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

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

Maintenance of internal infrastructure and the web environment is vital to making data elements of the TIP, Congestion Management Process, the Long Range Transportation Plan, and other vital transportation data accessible to transportation professionals, other planners and policy analysts, and the general public.

In addition to external operations, internal CMAP analytical, administrative, and financial applications are necessary to support core business operations such as: email, Human Resources and Accounting systems.

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

Yes, IT Management is core to CMAP's ability to maintain internal infrastructure and has been ongoing.

Is this project regional in scope? Please explain.

IT Management allows CMAP to engage in regional planning activities.

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

External partners, who benefit from the materials, data, and analysis that CMAP disseminates.

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

State of Illinois

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-house	Ongoing
Office technology systems	In-house	Ongoing
Wiki/CMS Intranet for internal network	In-house	Ongoing
Support of Web-based data dissemination applications	Outside distribution	Ongoing
Support of model development applications	Outside distribution	Ongoing
Support of GIS applications and databases	Plan/Program	Ongoing
Business continuity planning	In-house	Ongoing

Expense Breakdown	
Staff (including overhead) Cost	\$505,600
Total Person Months	44
Consultant Cost	\$534,200
Other Costs	\$371,600
Total Project Cost	\$1,415,476
Please specify the purpose of consultant costs	
IT consultants assist in the design, maintenance and monitoring of the CMAP computer system - \$420,200; SharePoint support - \$54,000; Finance server support - \$60,000	
Please specify the purpose of other costs	
Operating and commodities expense - \$21,600; Software maintenance - \$200,000; Hardware and software purchases - \$150,000	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Local Planning Support
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,406,000
Local Match Amount	\$351,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,757,500

Description and Justification

Brief Description: GO TO 2040 supports the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where transportation infrastructure already exists. The plan recommends that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community. This work program provides technical assistance to local governments for planning activities that implement GO TO 2040.

Major Tasks (up to 20)

1. Regional: Technical assistance coordination.
2. Regional: Online case study library.
3. Regional: Compendium of plans and ordinances.
4. Regional: Planning Commissioner workshops.
5. Regional: Model ordinances and codes.
6. Community: Management of Livable Communities grant program.
7. Community: Plan and ordinance review.
8. Community: Direct technical assistance to communities.

**FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form**

State Fiscal Year (July 1 2011 – June 30, 2012)

<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</p> <p>This project actively involves local governments and coordinates planning activities with them, which is a core MPO function. It also advances the coordination of transportation planning with land use and other planning.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, it continues the project initiated in FY 11.</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes. Elements of the project (model ordinances, for example) are fully regional in scope. Others (including work with individual communities) will be geographically specific but projects will be selected through a regional process.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The products will benefit local governments (municipalities and counties) as well as transportation agencies whose investments are affected by local land use decisions.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>IDOT. Additional funding for complementary activities is also provided through the HUD Sustainable Communities Regional Planning grant.</p>

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Regional products:		
Continued calls for technical assistance applications	Plan/Program	Periodic
Inventory of technical assistance activities offered by CMAP and partners	In-house	Ongoing
Online case study library	Outside distribution	July 2011
Updated Compendium of Plans	Outside distribution	October 2011
Planning Commissioner workshops (6 areas each year)	Plan/Program	Ongoing
Model ordinances (2 produced per year)	Outside distribution	Ongoing
Community products:		
Livable Communities grant project selection and project initiation	Plan/Program	August 2011
Review of plans and ordinances on request	In-house	Ongoing
Initiation and completion of Local Technical Assistance projects (approximately 10 projects per year, mostly funded through HUD grant but with some UWP funding)	Plan/Program	Ongoing

FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form
 State Fiscal Year (July 1 2011 – June 30, 2012)

Expense Breakdown	
Staff (including overhead) Cost	\$1,430,600
Total Person Months	124
Consultant Cost	\$175,000
Other Costs	\$151,900
Total Project Cost	\$1,757,500
Please specify the purpose of consultant costs	
MetroQuest upgrade - \$100,000	
Web communications - \$75,000	
Please specify the purpose of other costs	
Operating expenses and Commodities - \$39,900; Meeting expense - \$22,000; Printing - \$90,000	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Policy Development
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,688,400
Local Match Amount	\$422,100
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$2,110,500

Description and Justification

Brief Description: GO TO 2040 addresses broad issues of governance and policy, which are equally as important as physical infrastructure to our region's future. The plan's approach is to support activities that create a favorable policy environment for sustainable prosperity and regional job growth. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts.

Major Tasks (up to 20)

1. Transportation Policy Analysis
2. Analysis of Innovative Financing for Capital and/or Operating Improvements
3. Analysis of Financing and Governance Issues Related to Managed Lanes Projects and Congestion Pricing
4. Development of Evaluation Criteria for Project Selection Decisions in Transportation
5. Analysis of State and Local Tax Policy and its Relation to Transportation Infrastructure and Economic Development Decisions
6. Analysis of the Connections between Tax Policy, Infrastructure, and Land Use with a Focus on Economic Impact
7. Housing Policy Analysis Related to Job Access
8. Regional Innovation Policy Analysis, with a Focus on the Freight Industry
9. The Connections between Transportation and Regional Economic Development
10. State and Federal Legislative Analysis, Outreach, and Monitoring
11. Coalition Building and Convening of Regional Stakeholders Around Federal or State Funding Opportunities
12. Other Short-Range Policy Analysis

**FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form**

State Fiscal Year (July 1 2011 – June 30, 2012)

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

The tasks and products align with core MPO responsibilities in several respects. The GO TO 2040 plan, which was adopted in October 2010, is policy-based in nature, and implementing the plan requires closer examination and analysis of elements like innovative financing, tax policies, evaluation criteria, and the impacts of transportation upon land use and economic development. It also requires attention to state and federal legislation, which is managed largely by CMAP's executive and legislative staff.

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

Yes. All of the work contained in this core project reflects implementation action areas adopted in the region's long range plan GO TO 2040.

Is this project regional in scope? Please explain.

Yes, all tasks in this project analyze the 7-county region of northeastern Illinois

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

State and local public officials, transportation implementers, economic development practitioners, business leaders, the non-profit sector.

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

The State of Illinois/Illinois Department of Transportation

FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form
 State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Federal Legislative Agenda	Outside distribution	January 2012
State Legislative Agenda	Outside distribution	January 2012
Complete Freight Industry Cluster Drill Down Report	Outside distribution	October 2011
Analysis, Reports, and Other Deliverables related to the Tax Policy Task Force	Outside distribution	Ongoing
Issue Briefs and Reports Related to Transportation Finance	Outside distribution	Ongoing
Congestion Pricing Analysis- Focus on Potential Revenue Allocations, Local Impacts, Public Acceptance	Outside distribution	July 2011
Regional Coordination and Development of Evaluation Criteria for Infrastructure Projects	Outside distribution	Ongoing
Staffing of CMAP Committee Structure	In-house	Ongoing
Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects		Ongoing

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Expense Breakdown	
Staff (including overhead) Cost	\$1,948,000
Total Person Months	130
Consultant Cost	\$75,000
Other Costs	\$87,500
Total Project Cost	\$2,110,500
Please specify the purpose of consultant costs	
Innovative Financing for Transportation - \$75,000	
Please specify the purpose of other costs	
Operating and Commodities Expense	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Regional Information and Data Development
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,301,600
Local Match Amount	\$325,400
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,627,000

Description and Justification

Brief Description: This program is based on CMAP's Strategic Plan for Advanced Model Development, Green Infrastructure Vision and the agency's longstanding role in providing regional forecasts and planning evaluations.

Major Tasks (up to 20)

1. Advanced Urban Model Development,
2. Travel and Activity Survey Work Program,
3. Standard Travel and Emissions Modeling,
4. Regional Analysis Inventories,
5. Green Infrastructure Vision Refinement,
6. External Data and Analysis Requests,
7. GO TO 2040 Indicator Tracking

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

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

These are data development and analysis projects that are consistent with CMAP's role as the authoritative source for data and methods used for regional analysis.

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

Yes. This program provides data and technical support to several ongoing regional planning and policy initiatives including a new project to track GO TO 2040 indicators.

Is this project regional in scope? Please explain.

Yes. All tasks cover the entire CMAP region.

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

CMAP staff and partners who rely on current and reliable data resources to conduct planning analyses.

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

State of Illinois

Products and Completion Schedule		
Product	Product Type	Completion Date
Advanced Travel Model code and documentation	In-house	June 30, 2012
Travel Survey data and documentation	Outside distribution	June 30, 2012
Standard travel model and emissions results and documentation	Outside distribution	June 30, 2012
Regional analysis inventory datasets and documentation	Outside distribution	June 30, 2012
Data and analysis responses and documentation	Outside distribution	June 30, 2012
GO TO 2040 Indicator tracking results and documentation	Outside distribution	June 30, 2012

FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form
 State Fiscal Year (July 1 2011 – June 30, 2012)

Expense Breakdown	
Staff (including overhead) Cost	\$1,378,100
Total Person Months	127
Consultant Cost	\$225,000
Other Costs	\$23,900
Total Project Cost	\$1,627,000
Please specify the purpose of consultant costs Advanced Urban Model Development - \$200,00; Travel and Emissions Model Update - \$25,000	
Please specify the purpose of other costs Operating and Commodities	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Transportation Improvement Program
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$1,277,666
Local Match Amount	\$319,416
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,597,082

Description and Justification

Brief Description: A core federal requirement, the transportation improvement program (TIP) assures all available transportation program funds are expended effectively and on a timely basis, as well as providing the necessary support to project programmers and assuring all federal requirements are satisfied.

Major Tasks (up to 20)

1. Update TIP and develop and update CMAQ.
2. Review federal register and other sources for regulatory changes.
3. Coordinate SIP budgets with IEPA.
4. ID projects and update TIP and EMME/2 networks, run MOBILE (or MOVES) model and apply results to travel demand model results.
5. Consult with federal and state regulatory agencies and assure that public participation, fiscal constraint and all other applicable federal and state regulations are met.
6. Track obligations and actively manage programs.
7. Track analyze STP and CMAQ project status.
8. Two-way communication with local elected officials, planning liaisons, and other county, regional, state and national partners
9. Staff Council of Mayors Executive Committee
10. Participate in Council of Mayors transportation, technical and council meetings.

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

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

Federally required product of MPO process

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

Yes

Is this project regional in scope? Please explain.

Yes, projects from the entire region must be included for authorization

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

Mobility needs of the region

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

State of Illinois

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Throughout
Active program management reports	Outside distribution	Throughout
Obligation report	Outside distribution	November 1, 2011
Exepnditure reports	Outside distribution	Throughout
TIP webinar	Outside distribution	Throughout
Conformity analysis	Outside distribution	Twice a year
Tier II Consultation agreements	Outside distribution	Throughout
Updated conformity documentation	Outside distribution	Twice a year
Review regulatory changes	In-house	Throughout
Implementation of MOVES model	In-house	December 1, 2011
FFY 2011-2016 TIP	Outside distribution	October 1, 2011
TIP brochures	Outside distribution	Throughout
Proposed CMAQ projects to be withdrawn	Outside distribution	November 2011
Proposed FY 12-16 CMAQ Program	Outside distribution	October 2011
Analysis of CMAQ cost revisions	Outside distribution	Throughout

FY 12 Unified Work Program for Northeastern Illinois
Core Projects Proposal Form
 State Fiscal Year (July 1 2011 – June 30, 2012)

Expense Breakdown	
Staff (including overhead) Cost	\$1,559,100
Total Person Months	121
Consultant Cost	\$20,000
Other Costs	\$17,982
Total Project Cost	\$1,597,082
Please specify the purpose of consultant costs	
\$20,000 TIP data base maintenance	
Please specify the purpose of other costs	
Operating expense and commodities	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

CMAP CONTRACT REQUESTS FOR FY 12 UWP

Program	Purpose	Amount
<u>Local Planning</u>		
MetroQuest Upgrade	Customize a new version of MetroQuest to be used as not only an educational tool for GO TO 2040 but a public involvement tool that can be used with local projects. This will involve the consultants creating a template of the tool, assisting CMAP staff in creating different local versions, and web hosting.	\$100,000
Web Design	Design website elements related to local technical assistance	\$75,000
<u>REGIONAL INFORMATION AND DATA ANALYSIS PROGRAM</u>		
Advanced Urban Model Development	Develop activity-based models for transit pricing and parking choice. Develop new Freight Macro Model.	\$200,000
Travel and Emissions Model Update	Update parameters of model code to match 2010 census	\$25,000
<u>DATA SHARING</u>		
Regional Indicator Design	Maintenance contract and Census ETL	\$200,000
Regional Transportation Data Archive	Continue product development and additional data features	\$200,000
<u>POLICY ENVIRONMENT</u>		
Innovative Financing for Transportation Improvements	Develop financing alternatives for transportation improvements	\$75,000
<u>COMMUNICATION AND OUTREACH</u>		
Web Support	Maintenance and Development of CMAP website.	\$75,000
Data Dissemination and Visualization	Development of Data dissemination and visualization project	\$65,000
<u>INFORMATION TECHNOLOGY</u>		
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$530,200

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

PURCHASES

Program	Purpose	Amount
<u>TRANSPORTATION IMPROVEMENT PROGRAM</u>		
Software Maintenance	Upgrades, fixes and various other necessary modifications required for TIP database	\$20,000
<u>CONGESTION MANAGEMENT PROCESS</u>		
Data Processing	Processing data collected for traffic count	\$10,000
<u>DATA SHARING</u>		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$285,000
<u>INFORMATION TECHNOLOGY</u>		
Software Maintenance/licenses	Annual fees	\$200,000
Equipment	New and replacement of computer equipment	\$100,000
Software	Purchase of new software	\$50,000

CTA

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Program Development
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$160,000
Local Match Amount	\$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200,000

Description and Justification

Brief Description: 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 (up to 20)

1. Develop CTA's capital programs for inclusion in the five-year regional TIP.
2. Identify and analyze potential capital projects for funding eligibility.
3. Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP.
4. Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

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

Yes, allows the CTA to continue processes to meet its core MPO responsibilities. Development of Capital program of projects for inclusion in the TIP enables the CTA to continue and also implement new projects which will help modernize existing infrastructure including but not limited to implementing dedicated bus routes, rail line modernization, track and structural renewal; replacement of rail/bus rolling stock; bus facilities improvements, customer based information systems; and planning and implementation of an open standards based fare payment system .

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

No.

Is this project regional in scope? Please explain.

Yes. Development of CTA's five-year capital program includes projects located throughout the entire service area.

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

CTA customers and the adjacent service areas.

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

CTA will provide funds from the operating budget.

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-house	June 2011
TIP Update	In-house	June 17, 2011
TIP Update	In-house	August 5, 2011
TIP Update	In-house	September 30, 2011
TIP Update	In-house	November 18, 2011
TIP Update	In-house	January 1, 2012
TIP Update	In-house	March 1, 2012
TIP Update	In-house	April 1, 2012
TIP Update	In-house	June 15, 2012

Expense Breakdown	
Staff (including overhead) Cost	\$200,000
Total Person Months	48
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$200,000
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Red Line Extension - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$406,500
Local Match Amount	\$101,625
Total Project Cost(Local Match Amount must be at least 20% of Total Project Cost)	\$508,125

Description and Justification

Brief Description: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).

Major Tasks (up to 20)

1. The EIS will include an evaluation of a (1) No Build Alternative, a (2) Transportation System Management Alternative, and (3) the Locally Preferred Alternative.
2. Formulate a description of the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts. Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to:
 - Transportation, • Land use, • Development potential, • Land acquisition and displacements, • Neighborhood compatibility and environmental justice, • Historic resources, • Visual and aesthetic qualities, • Parklands and recreational facilities, • Air quality, • Noise and vibration, • Energy use, • Safety and security, • Natural resources including water resources, geology/soils, and hazardous materials, and • Ecosystems, including threatened and endangered species.
3. Identify and evaluate measures to avoid, minimize and mitigate potential adverse impacts.
4. Involve public during environmental documentation phase of the project through public hearings, communication materials, and media outreach. Coordinate with stakeholders, elected officials, and agencies.
5. Document the results of environmental analysis.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

GO TO 2040 plan identified Red Line Extension project as a fiscally constrained capital project for the region. The Red Line Extension project is pursuing New Starts funding. The proposed tasks will contribute towards the EIS and would advance this high priority project in the New Starts process.

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

The project will address all of these goals because the DEIS will evaluate the alternatives for environmental, social, and economic impacts of the construction and operation of the proposed extension. The project area encompasses significant residential (primarily single family), industrial (existing and vacant), transportation, and commercial developments, which will be evaluated for impacts. Currently, the CTA Red Line provides 219,000 transit trips per day (Howard - 95th Street) connecting residents to employment and education centers in the region.

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

Yes, this project is a continuation of previous work. CTA has completed the AA process with the identification of LPA and is currently working on EIS, which is the next step in the New Starts process and required by the National Environmental Policy Act (NEPA). The proposed tasks will contribute towards completing the EIS.

Is this project regional in scope? Please explain.

GO TO 2040 plan identified Red Line Extension project as a fiscally constrained capital project for the region. This project is one part of CTA's effort to extend and enhance the entire Red Line.

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

The interim products will help advance the Red Line Extension project through the New Starts process. The Red Line Extension project would provide improved transit accessibility and better transportation options for the project area residents who commute to downtown and other locations for work. The proposed project would also make the area competitive for existing and potential businesses and industries that might locate there, thereby bringing economic development.

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	June 1, 2012
Public Participation Materials	Outside distribution	June 1, 2012

Expense Breakdown	
Staff (including overhead) cost	\$101,625
Total Person Months	12
Consultant Cost	\$406,500
Other Costs	\$
Total Project Cost	\$508,125
Please specify the purpose of consultant costs Consultants will conduct the environmental analysis.	
Please specify the purpose of other costs CTA staff will manage the study and coordinate on various aspects of the project.	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Red and Purple Modernization - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$406,500
Local Match Amount	\$101,625
Total Project Cost(Local Match Amount must be at least 20% of Total Project Cost)	\$508,125

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Description and Justification

Brief Description: The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. Environmental scoping meetings were conducted in January. The current step in the process is preparation of an Environmental Impact Statement (EIS).

Major Tasks (up to 20)

1. Overview: The EIS will be a plan level analysis conducted as a Tier 1 EIS. It will consider cumulative effects within the entire project corridor, prioritize project components, and plan for efficient construction phasing. The Tier 1 EIS will include an evaluation of a No Action Alternative and multiple Build Alternatives. The tasks identified are for the entire Tier 1 EIS, this request would contribute to the complete Tier 1 EIS.
2. Formulate a description of the alternatives
3. Formulate a description of the existing environmental setting
4. Formulate a description of the potential cumulative impacts from construction and operation of each alternative. Issues potentially considered in the EIS include, but are not limited to: • Land acquisition, displacements and relocations • Cultural and historic resources • Neighborhood compatibility and environmental justice • Land use • Parklands/recreational facilities • Visual and aesthetic impacts • Noise and vibration • Zoning and economic development and secondary development • Transportation • Safety and security • Energy use • Wildlife and ecosystems • Natural resources (including air quality and water resources)
5. Identify and evaluate measures to avoid, minimize and mitigate potential adverse impacts.
6. Involve public during environmental documentation phase of the project through public meetings, communication materials, and media outreach. Coordinate with stakeholders, elected officials, and agencies.
7. Evaluate alternatives to inform the identification of a preferred alternative
8. Document the results of environmental analysis.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

GO TO 2040 plan identified the Red and Purple Modernization project as a fiscally constrained capital project for the region. The proposed tasks will contribute towards the EIS and would advance this high priority project. This project also is related to the focus area of Modernization of the Public Transit System, as this project will modernize and make ADA-accessible 9.5 miles of rapid transit that is significantly past its useful life that is utilized by residents of various communities.

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

The project will address all of these goals because the Tier 1 DEIS will evaluate the alternatives for environmental, social, and economic impacts of the construction and operation of the proposed improvement project. The project area encompasses significant residential and commercial developments, which will be evaluated for impacts. Currently, the CTA Red Line provides 219,000 transit trips per day (Howard - 95th Street) connecting residents to employment and education centers in the region.

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

Yes, this project is a continuation of previous work. CTA conducted public outreach in 2009 in the form of the North Red and Purple Lines Vision Study. The comments from this outreach help shape the alternatives that were presented as part of Environmental Scoping in January 2011. The next step in preparing this project for federal funding is development of an EIS. This is required by the National Environmental Policy Act (NEPA). The proposed tasks will contribute towards the completion of the EIS.

Is this project regional in scope? Please explain.

GO TO 2040 plan identified the Red and Purple Modernization project as a fiscally constrained capital project for the region. This project is one part of CTA's effort to extend and enhance the entire Red Line.

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

The interim products will help advance the Red and Purple Modernization project through the NEPA process in order to prepare it for federal funding. This project would bring the existing infrastructure into a state of good repair while also reducing travel times, improving access to job markets and other destinations for the 128,000 weekday rail trips that currently rely on this corridor. This project would also provide improved access to persons with disabilities.

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	June 1, 2012
Public Participation Materials	Outside distribution	June 1, 2012

Expense Breakdown	
Staff (including overhead) cost	\$10,1,625
Total Person Months	12
Consultant Cost	\$406,500
Other Costs	\$
Total Project Cost	\$508,125
Please specify the purpose of consultant costs Consultants will conduct the environmental analysis.	
Please specify the purpose of other costs CTA staff will manage the study and coordinate on various aspects of the project.	

City of Chicago

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	City of Chicago Transportation Planning & Programming
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$600,000
Local Match Amount	\$150,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$750,000

Description and Justification

Brief Description: To support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

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

1. TIP: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.
2. RTP: Assist the implementation and any updates of GoTo 2040 by developing and representing the City of Chicago's transportation plans, projects and programs within the regional process.
3. UWP: Advance the goals and focus areas of this program through the participation of the City of Chicago.
4. Public Involvement Plan: Assure public involvement at the project level.

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

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

Is this project regional in scope? Please explain.

The City's participation in the regional planning process impacts the development of the RTP and the TIP and directly and significantly impacts the transportation network of northeastern Illinois

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

residents of and visitors to northeastern Illinois

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

City corporate funding

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Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	June 30, 2012
Interaction with public	Outside distribution	June 30, 2012
Interaction with other agencies	Outside distribution	June 30, 2012
Capital Improvement Prgraom	Plan/Program	June 30, 2012
Planning studies	In-house	June 30, 2012
Fiscally constrained TIP (CDOT portion)	Plan/Program	June 30, 2012
Data collection / database development	Outside distribution	June 30, 2012

Expense Breakdown	
Staff (including overhead) Cost	\$500,000
Total Person Months	60
Consultant Cost	\$500,000
Other Costs	\$0
Total Project Cost	\$750,000
Please specify the purpose of consultant costs to assist City staff by managing studies of proposed projects, programs and policies related to Chicago transportation infrastructure	
Please specify the purpose of other costs	

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ADDENDUM TO THE CITY OF CHICAGO'S APPLICATION FOR FY12 UWP CORE FUNDING

Proposed FY12 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 and obligation of Federal funding.
 - v. Participate in City Council meetings as needed including drafting and submitting of the annual highway ordinance.
 - vi. Coordinate the Chicago regional STP project with the Council of Mayors.

- 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.

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- b. Coordinate with appropriate City personnel and outside agencies to secure and obtain federal funding.
- c. Coordinate with appropriate City personnel and other agencies as needed to adhere to the established TIP schedule.
- d. Develop an annual and a multi-year program, which are fiscally constrained and realistic in terms of implementation time frame. Submit programs to CMAP in conjunction with the TIP development schedule and associated deadlines and revise as necessary.
- e. Select regionally significant project as per our negotiated STP split agreement with the Council of Mayors and present such project to the Council.

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 so as to represent in regional forums any other City needs and concerns related to the regional transportation planning process as appropriate.
- d. Administration and Communication
 - i. Keep CMAP and appropriate City departments, personnel and elected officials informed of important issues on an ongoing basis.
 - ii. Perform administrative functions for any Unified Work Program (UWP) projects secured by the City.
- e. Committee Coverage
 - i. Attend meetings and provide assistance to City personnel and other agencies as needed to advance the City's transportation program.

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Core Projects Proposal Form

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- 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.
 - i. Examples of such studies undertaken using past UWP funding are:
 - 1. High Speed Rail coordination and future demand estimates
 - 2. North Branch Truckway concepts
 - 3. Supplemental work on Near South Study (parking and traffic)
 - 4. In-house coordination for Union Station Master Plan
 - 5. In-house coordination for CTA Mode of Access Survey
 - 6. Conceptual planning for the Union Station Transportation Center
 - 7. Complete Streets initiative
 - 8. Force account expenses associated with other planning studies funded with State or City resources
- 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.

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Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

- 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 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago Union Station Master Plan (formerly West Loop Terminal Plan) - Phase III
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$450,000
Local Match Amount	\$112,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$562,500

Description and Justification

Brief Description: Building off of Phase I and Phase II work, the project will continue planning for a West Loop Trans Ctr and/or alternatives to address future passenger and train capacity needs at Chicago Union Station (CUS). The plans will anticipate leveraging federal interest in improved intercity rail transportation. In Phase I CUS alternatives are being developed; Phase II will develop ped simulation models (for inside & outside CUS) and analyze real estate issues; Phase III will develop a train ops simulation model to assess capacity of alternative station plans.

Major Tasks (up to 20)

1. Refine alternatives for CUS capacity expansion developed in Phases I and II - particularly with respect to track and platform configurations
2. Define current and prospective future train operation scenarios (schedules, platform times, etc.) reflecting short, medium, and long term rail service improvement needs and opportunities
3. Develop a railroad operations/track capacity simulation model for the existing CUS terminal area and to reflect prospective future changes in operations/service improvements. Modify this model to reflect up to seven alternative track/platform configuration options that may more effectively and efficiently serve the prospective future service needs.
4. Prepare an analysis of the implications of the prospective future train operation scenarios with the existing track and platform configuration of Union Station
5. Evaluate each capacity expansion alternative based on train operations/platform/track capacity considerations
6. Prepare a report summarizing results of analysis and evaluation

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The study will provide information and analysis needed to evaluate alternatives to meet the long-term transportation needs for commuter rail and intercity rail access to Chicago and connecting local transit services.

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

The ongoing study of Union Station alternatives is an outcome of the City's Central Area Action Plan (CAAP) - a comprehensive plan identifying land use changes, transportation projects, and open space initiatives to meet expected growth over the next 20 years. The Plan includes specific proposals for the West Loop Area to maximize the economic benefit of terminal improvements, including permitting higher density office and commercial uses, while emphasizing public transportation to meet the Chicago region's environmental goals.

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

The study continues work on Union Station master planning (including but not limited to the West Loop Transportation Center) carried out in earlier studies, and is a direct continuation of Phase I (funded under FY10 UWP) and Phase II (funded under FY11 UWP).

Is this project regional in scope? Please explain.

The study proposes alternatives for Union Station capacity expansion that would directly affect transportation service and convenience for city and suburban residents, as well as residents of large and medium size metropolitan areas throughout the Midwest that are or will be connected to Chicago by intercity passenger rail service.

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

The study will continue to be coordinated with Amtrak, Metra, IDOT, CTA, RTA, CMAP and City departments and will allow for informed decisions about the future development of Union Station and land uses in the vicinity of the terminal.

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

City and/or State

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Summary of Alternatives	In-house	March 2012
Technical Paper - Future Operations and Required Track & Platform Capacity	In-house	June 2012
Technical Paper - Alternatives Assessment, First Screening of All Alternatives	In-house	October 2012
Technical Paper - Alternatives Assessment, Detailed Screening of Most Promising Alternatives	In-house	February 2013
Draft Final and Final Reports	Plan/Program	April 2013
Note: a Technical Advisory Committee consisting of representatives of the City, State, Amtrak, Metra, RTA, CTA and CMAP will review and comment on the above reports.		

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$512,500
Other Costs	\$
Total Project Cost	\$562,500
Please specify the purpose of consultant costs The consultant will be responsible for developing the railroad operations simulation model and conducting the analyses described in the tasks set out above and prepare the corresponding reports.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Far South Railroad Relocation Feasibility Study
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$450,000
Local Match Amount	\$112,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$562,500

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Description and Justification

Brief Description: The UP (Villa Grove Sub) freight railroad operates at-grade from 89th to 116th Street, through several densely populated residential neighborhoods. It has 10 street grade x-ings & many unauthorized ped x-ings. Rail traffic is 24 tpd & growing. Project would assess rail line relocation, between 89th & 119th Streets, to the under-utilized but grade-separated CN (along Cottage Grove) + CRL (between 91st/Holland & 94th/Cottage Grv) rail lines. Would require a new railroad flyover bridge to connect CN and CRL tracks, plus related infrastructure improvements.

Major Tasks (up to 20)

1. Assessment of Existing Conditions - Document the current physical and operational conditions and qualitatively assess the performance of the affected railroad and public infrastructure, including: all railroad tracks, switches, and signaling/communication systems; all authorized and unauthorized grade crossings; all grade separation structures; adjacent streets, sidewalks and other public infrastructure; auto/transit/pedestrian/bicycle traffic conditions; existing and planned railroad operations; existing and planned street operations; existing and planned transit operations; emergency response capabilities; etc.
2. Consultation with Affected Technical Stakeholders - Lead ongoing discussions and information gathering as needed between parties including but not limited to: CDOT, UPRR, CN Railway, Chicago Rail Link, other adjacent railroads (NS, BRC, Metra, NICTD, IHB), CTA, IDOT, CMAP, RTA, etc.
3. Consultation with Affected Community Stakeholders - Lead ongoing discussions and information gathering as needed between parties including but not limited to: Aldermen, other elected officials, community organizations, property and business owners, residents, etc.
4. Development of Railroad Relocation Alternatives - Prepare feasibility-level plan and profile drawings for the relocation of the UPRR Villa Grove Subdivision between 89th and 119th Streets to the current CN/CRL alignment (up to three variations within the general alignment). Estimate the relative capital cost implications of the variations as well as a "no build" alternative.
5. Assessment of Railroad Relocation Alternatives - Assess qualitative and quantitative impacts of the relocation proposals upon existing and planned: railroad operations; local streets and traffic; CTA bus and rail operations; neighborhood quality of life; neighborhood development opportunities; etc.
6. Preparation of Final Report - Prepare a draft final report and final report (incorporating review comments from Technical Stakeholders) summarizing the findings of the study. This report is intended to provide a basis upon which a decision may be made by the stakeholders regarding whether to formally pursue this railroad relocation project.

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Discretionary Justification: Please identify one regional focus area associated with this project.

Planning Work Toward GO TO 2040 Implementation

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The LPA for CTA's Red Line Extn to 130th St calls for sharing UPRR's Villa Grove corridor between 100th & 119th St. However, current UP policies will not allow CTA trains to operate within UP's right-of-way. This will require the CTA line to have significant land acquisition impacts on the adjacent neighborhood. There would also be safety implications of busy freight rail grade crossings adjacent to CTA station entrances (ped, auto, & bus conflicts with freight trains). Relocating the UPRR would solve both problems for this GOTO 2040 priority project.

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

Freight train relocation by itself will significantly enhance the quality of life as well as traffic safety in the adjacent residential neighborhoods. In addition, by facilitating the implementation of the CTA Red Line Extension project, the freight rail relocation will enhance the transit project's ability to encourage transit supportive economic development and transit-oriented development in the corridor, which is currently an economically underperforming part of the region.

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

This project relates to and addresses issues identified in both the CTA Red Line extension project as well as the CREATE Program, but is not directly a part of either program (nor has it directly resulted from any other specific study to date).

Is this project regional in scope? Please explain.

In addition to the regional CTA Red Line Extn impacts set out above, the UP Villa Grove Sub is also a major regional freight rail corridor, and is expected to accommodate substantial growth in freight rail traffic as the CREATE Program is implemented. One CREATE project, a grade separation at 95th/Eggleston (GS21a) is intended to facilitate this freight traffic growth and mitigate impacts on street traffic (incl nearly 900 daily CTA and Pace bus crossings). A rail relocation would also obviate the need for this difficult-to-build grade separation.

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

The products of this study - particularly if the proposal is in fact determined to be feasible - will directly benefit the ongoing CTA-led EIS for the Red Line Extension project as well as upcoming project development activities for the CREATE Program (specifically related to Project GS21a). This study will also provide direction for future neighborhood planning and development activities.

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

City funds

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Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Assessment of Existing Conditions	In-house	March 2012
Technical Paper - Development of Railroad Relocation Alternatives	In-house	June 2012
Technical Paper - Assessment of Railroad Relocation Alternatives	In-house	September 2012
Draft Final Report - Far South Railroad Relocation Feasibility Study	In-house	November 2012
Final Report - Far South Railroad Relocation Feasibility Study	Plan/Program	December 2012
<p>Note: A Technical Stakeholder Advisory Committee comprising representatives from CTA and the affected railroads and other agencies will review and comment on the above products.</p>		

Expense Breakdown	
Staff (including overhead) cost	\$50,000
Total Person Months	6
Consultant Cost	\$512,500
Other Costs	\$
Total Project Cost	\$562,500
<p>Please specify the purpose of consultant costs</p> <p>The consultant will be responsible for conducting the analyses described in the tasks set out above in order to assess the feasibility of the proposed railroad relocation.</p>	
<p>Please specify the purpose of other costs</p>	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago Signal Operations and Management (O&M), Adaptive Signal Control (ASC) Pooled Fund Study
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$25,000
Local Match Amount	\$0 (Will request waiver for Pooled Fund Study participation)
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$25,000

Description and Justification

Brief Description: Purpose of this project is: to support City of Chicago participation in the proposed Pooled Fund Study titled Traffic Signal systems Operations and Management. The Pooled Fund Study is sponsored by Indiana DOT in support of the Federal Highway Administration (FHWA) "Every Day Counts (EDC)" Program initiative which has identified prioritized Adaptive Signal Control (ASC) as a priority for near-term implementation based on observed and anticipated benefits. (See Transportation Pooled Fund Program Solicitation No. 1296, posted 1/22/2011).

Major Tasks (up to 20)

Tasks for the Signal Operations and Management Pooled Fund Study include the following:

1. Develop traffic signal standard of performance and related measures. Consider centralized traffic signal control and Adaptive Signal Control (ASC).
2. Identify central system architectures for distributed wide area signal systems.
3. Develop performance based management concepts and guidelines for signal operations.
4. Develop criteria to identify potential ASC corridors and assess feasibility of ASC.

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Products and Completion Schedule		
Product	Product Type	Completion Date
Signal Operations and Management Concepts	Tech Memos	TBD based on Pooled Fund Study schedule
ASC feasibility criteria and assessment criteria	Tech Memos	TBD based on Pooled Fund Study schedule
Progress Reports	Memos	TBD based on Pooled Fund Study schedule
Final Report	Report	TBD based on Pooled Fund Study schedule

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	Estimated 4 months over 36 month Pooled Fund Study.
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$25,000
Please specify the purpose of consultant costs N/A. If needed, consultant would be contracted through Pooled Fund Study	
Please specify the purpose of other costs N/A.	

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Chicago TSM & Signal Interconnect Priority Models
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$148,000
Local Match Amount	\$37,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$185,000

Description and Justification

Brief Description: Purpose of this project is: a) to conduct a critical and comparative review of the existing Chicago Traffic Signal Modernization (TSM) Priority Model to identify enhancements and any changes required based on the new 2010 Manual for Uniform Traffic Control Devices (MUTCD), and b) develop and apply a Signal Interconnect Priority Model to identify corridors for signal technology and operational improvements that may include interconnects, signal coordination, Transit Signal Priority (TSP). The focus of this project is to develop and test the technical tools and procedures, and assemble the required data and databases to support CDOT planning functions for signal improvements and signal interconnect corridor investments. Once developed and tested, the tools and procedures would be available for use by other agencies as appropriate.

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Major Tasks (up to 20)

Tasks for the TSM Priority Model include the following:

1. Review the existing TSM Priority Model to identify strengths, weaknesses, data requirements, and recommend enhancements.
2. Assess the impact of the 2010 MUTCD on Chicago signal operations and the TSM Priority Model.
3. Identify modifications to the TSM Priority Model required by the changes to the 2010 MUTCD.
4. Develop and test procedures to implement any required or recommended changes to the TSM Priority Model.
5. Apply the modified TSM Priority Model to develop a 2012 program for signal improvements as a prototype application for future planning.
6. Prepare documentation for the TSM Priority Model.

Tasks for the Signal Interconnect Priority Model include the following:

1. Review and confirm existing inventory database of signal interconnects and signals.
2. Identify and develop criteria for selecting and prioritizing signal interconnect corridors, including geometric improvements and equipment required to support interconnected signals and signal operations.
3. Assemble criteria data and database.
4. Apply, test, and refine Signal Interconnect Priority Model.
5. Prepare draft list of signal interconnect corridors and associated improvement needs.
6. Work with stakeholders to review and refine the proposed signal interconnects corridors.
7. Apply the Signal Interconnect Priority Model to develop 2012 and future program for signal interconnect systems and associated improvements as a prototype application for future planning.
8. Prepare documentation for the Signal Interconnect Priority Model.

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Discretionary Justification: Please identify one regional focus area associated with this project.

Improving Decision Making Models and Evaluation Criteria for Project Selection.

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

Project will support identifying and prioritizing capital projects and operational and system management strategies to improve operation and management of priority intersections and major arterial corridors.

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

The project will support more efficient arterial operations, mitigate congestion, improve intersection safety, and reduce costs to keep the region more competitive and support economic development.

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

The TSM Priority Model is used to identify, prioritize, and plan traffic signal improvements throughout the City to improve safety and mitigate congestion. The 2010 MUTCD has introduced several changes that may require adjustments to the TSM Priority model.

The Signal Interconnect Priority Model uses information on existing signal interconnects and signal systems, traffic and performance data, geometric conditions, and crash data to identify and apply planning criteria to review, develop, and prioritize signal interconnect and related investments.

Is this project regional in scope? Please explain.

Project will be coordinated with IDOT and surrounding counties and municipalities to insure that the Chicago traffic signal modernizations signal interconnect corridors, and signal operations including TSP are consistent with other signal systems in the region.

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

Project will benefit within CDOT, OEMC, and CHED in planning and engineering signal and signal systems investments and economic development functions. Project will also benefit users of major arterial corridors including drivers, transit operators and riders, bicyclists, and pedestrians by providing for more efficient and safer infrastructure and operations.

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

City Funds.

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Inventory of existing conditions	Report, Maps	1 st Quarter 2012
TSM and Signal Interconnect criteria	Tech Memos	2 nd Quarter 2012
Criteria data	Database, Tech Memos	3 rd – 4 th Quarter 2012
Stakeholder input	Meetings, Tech Memos	3 rd – 4 th Quarter 2012
Recommended TSM intersections for TSM improvements	Report, Maps, Database	4 th Quarter 2012 – 1 st Quarter 2013
Recommended corridors for signal interconnect improvements	Report, Maps, Database	4 th Quarter 2012 – 1 st Quarter 2013

Expense Breakdown	
Staff (including overhead) cost	\$22,000
Total Person Months	20-24
Consultant Cost	\$160,000
Other Costs	\$3,000
Total Project Cost	\$185,000
Please specify the purpose of consultant costs Provide technical services to assemble inventory data materials, develop and apply planning criteria, prepare Tech Memos and Draft and Final Reports, conduct and support stakeholder input, prepare TSM and signal interconnect maps and database.	
Please specify the purpose of other costs Materials including maps and documents.	

Council of Mayors

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,348,174
Local Match Amount	\$539,180
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,887,354

Description and Justification

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

Major Tasks (up to 20)

1. Communication and Public Involvement
2. General Liaison Services
3. Program Development and Monitoring - Surface Transportation Program
4. Active Program Management
5. Technical Assistance

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

The PL program provides a direct link between municipalities, counties, CMAP and other partner agencies working to accomplish core activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of the Long Range Transportation Plan, assist with Air Quality Conformity and provide/promote local government involvement in all CMAP activities.

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

The PL program is a continuous program.

Is this project regional in scope? Please explain.

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

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

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

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

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

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Core Projects Proposal Form

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Products and Completion Schedule		
Product	Product Type	Completion Date
Surface Transportation Program	Plan/Program	Ongoing
Congestion Mitigation and Air Quality Program	Plan/Program	Ongoing
Illinois Transportation Enhancement Program	Plan/Program	Ongoing
Safe Routes to School Program	Plan/Program	Ongoing
Newsletters/Annual Reports	Outside distribution	Ongoing
Quarterly Reports	Outside distribution	Ongoing
Other Plans/Programs, as needed	Plan/Program	Ongoing
Other Reports, as needed	Outside distribution	Ongoing

Expense Breakdown	
Staff (including overhead) Cost	\$1,891,105
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$1,891,105
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

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The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2012 UWP.

Communication & Public Involvement

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP transportation policies, programs and initiatives to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will be the primary public contact for local government projects in the Interactive TIP Map. The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP policies, programs and initiatives indirectly related to transportation to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will actively work to assist CMAP staff with the implementation of GO TO 2040.

General Liaison

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and GO TO 2040, specifically the CREATE program, the STAR Line Mayors Task Force, the IDOT Eisenhower Expressway (I-290) study, the Southwest Commuter Rail Service and the Cook-DuPage Corridor Study, etc.

Program Development – Surface Transportation Program

The PL staff will facilitate the Surface Transportation Program (STP) at the discretion of local Council methodologies while meeting federal requirements. The PL staff will assist in the development of sub-regional annual and multi-year, multi-modal transportation improvement programs consistent with regional strategies and will be responsible for programming STP projects in the CMAP TIP and for facilitating the implementation of projects through the Illinois Department of Transportation.

Program Monitoring

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

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coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as review applications and assist in implementation for locally sponsored STP projects. The PL program will take an active role in the Congestion Mitigation and Air Quality (CMAQ) project application review, selection and implementation process. Additional assistance, monitoring and review will be provided for the Safe Routes to School Program, Highway Bridge Replacement and Rehabilitation Program, High Priority Projects Program, Highway Safety Improvement Program, Illinois Transportation Enhancement Program and local agency projects funded with federal earmarks.

Technical Assistance

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies. The PL program will also assist communities with the MetroPulse web system and will assist CMAP with upgrades to MetroPulse.

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Basis for Council of Mayors FY 12 UWP Funding Request - Core Supplemental

FY 2012 - Submitted January 26, 2011

Council	Population	% Total	Base Distribution	Population Distribution	Additional Staff	Federal Total	80/20 Federal	50/50 Federal	80/20 Local Match	50/50 Local Match	Local Match Total	Total Federal and Local
NorthShore	331,288.00	6.32%	\$86,245.33	\$9,166.04	\$0.00	\$95,411.37	\$95,411.37	\$0.00	\$23,852.84	\$0.00	\$23,852.84	\$119,264.21
Northwest	695,413.00	13.27%	\$86,245.33	\$19,240.61	\$0.00	\$105,485.94	\$105,485.94	\$0.00	\$26,371.49	\$0.00	\$26,371.49	\$131,857.43
NorthCentral	318,718.00	6.08%	\$86,245.33	\$8,818.26	\$0.00	\$95,063.59	\$95,063.59	\$0.00	\$23,765.90	\$0.00	\$23,765.90	\$118,829.49
Central	254,441.00	4.86%	\$86,245.33	\$7,039.83	\$0.00	\$93,285.16	\$93,285.16	\$0.00	\$23,321.29	\$0.00	\$23,321.29	\$116,606.45
Southwest	364,729.00	6.96%	\$86,245.33	\$10,091.28	\$0.00	\$96,336.61	\$96,336.61	\$0.00	\$24,084.15	\$0.00	\$24,084.15	\$120,420.76
South	517,967.00	9.89%	\$86,245.33	\$14,331.04	\$53,903.32	\$154,479.69	\$100,576.37	\$53,903.32	\$25,144.09	\$53,903.32	\$79,047.41	\$233,527.10
DuPage	908,623.00	17.34%	\$86,245.33	\$25,139.67	\$53,903.32	\$165,288.32	\$111,385.00	\$53,903.32	\$27,846.25	\$53,903.32	\$81,749.57	\$247,037.89
KaneKendall	496,795.00	9.48%	\$86,245.33	\$13,745.25	\$53,903.32	\$153,893.90	\$99,990.58	\$53,903.32	\$24,997.65	\$53,903.32	\$78,900.97	\$232,794.87
Lake*	646,528.00	12.34%	\$86,245.33	\$17,888.06	\$53,903.32	\$158,036.71	\$104,133.39	\$53,903.32	\$26,033.35	\$53,903.32	\$79,936.67	\$237,973.38
McHenry	263,783.00	5.04%	\$86,245.33	\$7,298.32	\$0.00	\$93,543.65	\$93,543.65	\$0.00	\$23,385.91	\$0.00	\$23,385.91	\$116,929.56
Will	440,946.00	8.42%	\$86,245.33	\$12,200.05	\$53,903.32	\$152,348.70	\$98,445.38	\$53,903.32	\$24,611.35	\$53,903.32	\$78,514.67	\$230,863.37
Totals	5,239,231.00	100%	\$948,698.63	\$144,958.41	\$269,516.60	\$1,363,173.64	\$1,093,657.04	\$269,516.60	\$273,414.26	\$269,516.60	\$542,930.87	\$1,906,105.51

*Requested an additional staff position for FY 12, at a match rate of 50/50. This request was added in an amount equal to all other Councils' additional staff.

This request represents an 8% increase over the combined total (Core and Discretionary) funding awarded to the Council of Mayors for FY 11, plus the Lake County addition noted above. The Council of Mayors will not be submitting a Discretionary funding application for FY 12.

Counties

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Competitive Projects Proposal Form

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Project Title	IL Rt. 53 Corridor Plan
Sponsoring Agency	Will County Land Use Department
FHWA/FTA Amount Requested	\$160,000
Local Match Amount	\$40,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$200,000

Description and Justification

Brief Description: The project will produce a multijurisdictional plan for the Illinois Route 53 Corridor through Will County. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the Nation's busiest inland port. This project will look at what is necessary to integrate the Nation's busiest inland intermodal center with the rest of Will County's attributes.

Major Tasks (up to 20)

1. Establish a steering committee for project oversight.
2. Collect data which includes traffic counts and current land use development patterns.
3. Analyze data collected.
4. Share findings with steering committee.
5. Discuss recommendations and alternatives with steering committee
6. Develop a plan based upon findings and committee support
7. Include an implementation policy in the plan.
8. Bring the plan back to municipal and other governmental entities for local support

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Discretionary Justification: Please identify one regional focus area associated with this project.

Local Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project will provide an opportunity to undertake planning efforts that will incorporate the traffic activity generated by the Nation's busiest inland port and surrounding communities and associated land uses. As stated in GoTo 2040 (Freight and Land Use) "while construction of these suburban facilities is an obvious solution to freight industry infrastructure need, they bring change to communities where facilities are sited"

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

Yes, this Plan will integrate the land uses associated with the Nation's busiest inland intermodal port along with opportunities to incorporate retail uses, a variety of housing options, economic development initiatives and tourism.

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

Yes, Will County is acting as a facilitator for various municipalities and agencies that are located in the Corridor, to which a series of meetings and discussion of concerns has already been established. In 2009 CMAP began an alternative transportation study for the area in and around the Midewin National Tallgrass Prairie which included segments of the Il Rt. 53 Corridor. The Joliet Arsenal Development Authority 2010 Transportation Plan Update, Local Municipal Comprehensive Plans, and Joliet's Multi-Modal Center Plans will also be utilized.

Is this project regional in scope? Please explain.

Yes, the Il Rt. 53 Corridor is a major north-south roadway in Will County. It serves the region as one of the prominent roadways that serves the (two existing and one proposed) intermodal facilities in Will County. These intermodal facilities are the key distribution points for goods coming into the United States that are transported throughout the region.

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

The communities, agencies, and businesses that are located along this corridor will benefit from a cohesive plan that incorporates land use, transportation, economic development, and tourism. As the Plan is implemented over time all users of Il Rt. 53 will benefit as well as the entire Chicago region that views this Corridor and the associated intermodals as an important economic engine for the region.

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

Will County will contribute staff time, grant administration and oversight, and general duties in an amount necessary to meet the local match.

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Products and Completion Schedule		
Product	Product Type	Completion Date
1.1 Request for Qualifications released by Will County for consultants to respond by 8/23/2011.	Outside distribution	July 25, 2011
1.2 Review RFQs and conduct consultant interviews.	In-house	September 9, 2011
1.3 Select consultant and County Board Approval.	In-house	September 15, 2011
1.4 Negotiate a contract with selected consultant.	In-house	September 23, 2011
1.5 Introduce the consultant to the project.	In-house	September 28, 2011
1.6 Establish a steering committee for project oversight.	Outside distribution	October 1, 2011
2.1 Collect data which includes traffic counts and current land use development patterns.	Outside distribution	December 31, 2011
2.2 Analyze data collected.	In-house	February 28, 2012
2.3 Share findings with steering committee.	Outside distribution	March 14, 2012
2.4 Discuss recommendations and alternatives with steering committee.	Outside distribution	March 31, 2012
2.5 Develop a plan based upon findings and committee support, including an implementation policy in the plan.	Plan/Program	May 31, 2012

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3.1 Bring the plan back to municipal and other governmental entities for local support.	Plan/Program	June 30, 2012
3.2 Consultant will present the completed plan at an official public hearing.	Plan/Program	July 31, 2012
3.3 Consultant will present the completed plan at a sub-committee of the County Board.	Plan/Program	September 30, 2012
3.4 Consultant will present the completed plan before the full County Board.	Plan/Program	September 30, 2012

Expense Breakdown	
Staff (including overhead) cost	\$40,000
Total Person Months	30
Consultant Cost	\$160,000
Other Costs	\$0
Total Project Cost	\$200,000
Please specify the purpose of consultant costs	
The consultant will collect information and data to draft a plan for the corridor that integrates land uses, transportation, economic development, and tourism. The consultant is responsible for presentations to a sub-committee, along with all associated agencies.	
Please specify the purpose of other costs	

Metra

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Core Projects Proposal Form

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

Description and Justification

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

Major Tasks (up to 20)

1. Provides multijurisdictional transit planning.
2. Addresses regional transportation improvement.
3. Provides safety and security planning.
4. Monitors a fiscally constrained TIP.
5. Addresses congestion mitigation.
6. Serves as an outlet for proactive public participation.

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

Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: Regional transportation planning efforts; Transit planning; Private providers coordination; Planning with protected populations; Safety and security planning; Facilitation of communication between local and regional governmental entities.

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

No.

Is this project regional in scope? Please explain.

Yes. Metra is the Northeastern Illinois commuter rail transit agency and serves the six county MPO region. The project provides multijurisdictional transit planning, addresses regional transportation improvement, monitors a fiscally constrained TIP, provides safety and security planning, addresses congestion mitigation and serves as an outlet for proactive public participation.

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

MPO(CMAP), transit agencies and Metra commuters and regional communities.

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

Metra.

Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Program and Budget	Outside distribution	October 14, 2011
Final Program and Budget	Outside distribution	November 11, 2011
TIP Submittal	Outside distribution	December 1, 2011
Public Involvement Briefing Materials	Outside distribution	November 1, 2011

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Expense Breakdown	
Staff (including overhead) Cost	\$400,000
Total Person Months	42
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$400,000
Please specify the purpose of consultant costs N/A	
Please specify the purpose of other costs N/A	

Pace

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Core Projects Proposal Form

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Project Title	Rideshare Services Program
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$140,000
Local Match Amount	\$35,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$175,000

Description and Justification

Brief Description: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. Pace seeks to procure a new software that meets the benchmarks of nationally recognized rideshare programs and provides users with a better experience, in lieu of technological advancements in software products available.

Major Tasks (up to 20)

1. Provide a user-friendly, highly functional matching website that is available free to the public, and is integrated with Pace's Vanpool Incentive Program
2. Provide customer support for the website and educational outreach to employers and communities
3. Develop and implement marketing plans, including media, promotions, presentations, collateral materials, etc.
4. Track carpool matching, user profiles, travel patterns, and emissions data
5. Assist employers with implementation of rideshare initiatives at their companies
6. Identify and procure new technologies to enhance rideshare program capabilities

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

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

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

Yes. On 1/1/2008 launched www.pacerideshare.com with carpool matching capabilities powered by GreenRide (purchased 10/2007), a product of Ecology & Environment. Since the procurement of GreenRide, there have been significant advancements in available ridematch technology products within the industry. Because the industry standard for software contracts is three years, Pace seeks to upgrade its software, as it now enters the fourth option year of the hosting & maintenance contract, and will extend well beyond that once procurement process is factored.

Is this project regional in scope? Please explain.

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

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

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

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

Pace Suburban Bus

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Products and Completion Schedule		
Product	Product Type	Completion Date
<p>A new Ridematching software program that performs all of the existing functions of the current system in addition to enhanced capabilities. These include dynamic (real time) ridematching, event matching, incentive management, Google based mapping, social media integration, improved user interface, improved tracking capabilities, improved administrator interface for editing and customization. This product is the most critical component of the program, and user expectations have increased as technology improvements and social media and internet use has become more prolific, functional, and user-friendly. Most other rideshare programs around the country have upgraded to more advanced software to power their ridematching websites, and the Chicago area should be amongst the leaders in providing the best available product to deal with its growing congestion problems.</p>	Plan/Program	June 30, 2012

Expense Breakdown	
Staff (including overhead) Cost	\$0
Total Person Months	0
Consultant Cost	\$0
Other Costs	\$175,000
Total Project Cost	\$175,000

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Please specify the purpose of consultant costs

Please specify the purpose of other costs

Procurement of ridematch software, hosting & maintenance. Estimate based on Pace's 2007 procurement of GreenRide, totaling approx. \$160,000, and factoring in enhanced capabilities and inflation. Any remaining funds will be used for a combination of staffing and marketing expenses. If costs exceed expectations, funds will be combined with existing resources.

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Addendum to UWP FY12 grant application

Although a balance remains on Pace's UWP Rideshare program grants, it has steadily been decreasing as the Rideshare program has shown consistent activity drawing on those funds over the last two years. The uses of these funds include advertising costs, creative design, production, promotional items, incentives, event marketing, and wages.

If Pace used existing UWP balance for a new ridematching software, it would likely exhaust the funds on hand. Because the procurement process for Pace requires several months (taking it beyond the FY12 UWP application deadline), using existing funds would require Pace to discontinue all marketing and expenditures from now until possibly being awarded FY13 UWP grant funds, causing an 18 month gap in marketing. Therefore, Pace plans to continue marketing the program throughout the beginning of calendar year 2011, further reducing its existing UWP balance.

Note that Pace is not requesting additional marketing funds in this proposal, although marketing expenses will be incurred in FY12. Pace plans to exhaust the remaining balance from prior years for these expenses.

RTA

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Project Title	Operating Cost Impacts of Capital Projects
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$120,000
Local Match Amount	\$30,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$150,000

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Description and Justification

Brief Description: Develop a standard methodology for estimating the operating cost impacts of capital projects to assist in comparison of projects for initial project evaluation and screening. Consider the varying ways a project can impact operations such as cost savings, productivity and quality improvements, and ridership and revenue growth. Develop an automated model with a set of standardized spreadsheets to estimate impacts for different types of projects that all project managers can use.

Major Tasks (up to 20)

1. Build an automated framework for assessing the operating cost impacts of capital projects that will provide project managers with step-by-step guidance, current financial information, and accurate formulas and procedures to develop cost estimates.
2. Review operating budgets and any existing cost allocation models used by the service boards. Identify the major budget categories to use for developing cost estimates such as: labor and fringe benefits, material, fuel, power, insurance and claims, security, leases and rentals, other.
3. For each of the major categories of capital investment -- rolling stock; track and structures; electrical, signal, and communications; support facilities and equipment; and stations and passenger facilities -- identify the operating budget cost centers that could be affected.
4. Develop procedures for developing cost factors for each operating budget cost center based on type of capital project. Develop standardized check lists of the type of costs to investigate for each type of capital project. For example a new train station could impact station cleaning, snow removal, utilities, station attendants, escalator/elevator maintenance, station platform repairs, other building repairs, communications equipment, security costs, etc.
5. Develop checklists/procedures for determining if project will have impacts on productivity that can lead to labor reductions.
6. Develop checklists/procedures for determining if project will have improvements in quality of operations, but will not cause an increase or decrease in operating budget.
7. Develop checklist/procedures for estimating revenue impacts of projected ridership growth. (Ridership growth projections would be developed external to this model.)
8. Develop linked set of spreadsheets that will include cost factor inputs based on current financial data, estimates for revenue growth, and algorithms to develop operating costs for base case situation and future case with capital project implemented.

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Discretionary Justification: Please identify one regional focus area associated with this project.

Financial Planning/Innovative Financial Strategies

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This project will help improve the evaluation of capital projects and develop a clearer understanding of the efficiency benefits associated with capital investments. It will also allow ridership impacts of capital investments to be examined consistently.

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

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

This project is not a continuation of previous UWP work, however, it would be implemented in connection with the capital project prioritization decision tool the RTA is developing. It would be used to develop one of the inputs that will be used to evaluate and prioritize capital projects. This will be a stand alone module that will develop a methodology to standardize the inputs of the decision tool model.

Is this project regional in scope? Please explain.

This project is regional in scope in that it will apply to the operations of CTA, Metra, and Pace and the capital programs of each agency.

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

The RTA , CTA, Metra, and Pace will benefit from the products of this project.

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

RTA budget

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Products and Completion Schedule		
Product	Product Type	Completion Date
Review of existing cost allocation models and operating budget/financial data	In-house	September 2011
Matrix of capital projects by types of impacts by operating budget cost center	In-house	October 2011
Methodology for developing operating cost factors, cost estimates, productivity estimates, and revenue impacts	In-house	February 2012
Conceptual design of cost estimation model	In-house	March 2012
Computerized model for estimating operating impacts (project deliverable)	Outside distribution	May 2012
Workbook -- guidelines for estimating operating costs and use of computer model (project deliverable)	Outside distribution	June 2012

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$150,000
Other Costs	\$0
Total Project Cost	\$150,000
Please specify the purpose of consultant costs	
Consultant needed to develop methodology and computerized model	

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Project Title	Regional Interagency Fare Model
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$340,000
Local Match Amount	\$85,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$425,000

Description and Justification

Brief Description: The RTA is seeking to develop an interagency fare model that will be utilized as a predictive tool to investigate the revenue and ridership impacts of a range of potential interagency fare products. The RTA is seeking consultant services to develop a dis-aggregate elasticity based model to analyze the impacts of alternative interagency fare products and policies and their associated pricing options.

Major Tasks (up to 20)

1. Develop Model Methodology
2. Define Interagency Fare Policy Alternatives
3. Conduct Rider and Non-Rider Research including Revealed and Stated Preference Surveys
4. Identify Market Segments
5. Establish Customer Price Elasticity Values and Demand Curves for Fare Media
6. Develop Interagency Fare Model to Forecast Ridership and Passenger Revenue Changes
7. Evaluate Alternatives and Develop Recommendations
8. Prepare Final Report and Users Guide

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Discretionary Justification: Please identify one regional focus area associated with this project.

Modernization of the Public Transit System

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

This work directly relates to the modernization of the existing transit system through the coordination of transit fares. Fare coordination is a way to promote seamless regional mobility, making it easier for transit customers to pay for travel on different segments of the RTA system with a simple single payment method. The results of the model will enable the RTA to establish the most cost-effective interagency fare products to pursue, those that provide the most value for our customers and service operators.

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

Regional access and mobility will be enhanced. This project supports environmental goals by making transit more attractive than auto (associated auto emissions reduced).

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

No, not a continuation of a previous UWP project. However, it is part of RTA's continuing mission to provide adequate, efficient and coordinated public transportation in the metropolitan region.

Is this project regional in scope? Please explain.

Yes, this project has significant regional impact. A vast majority of municipalities and regional activity centers are served by the regional transit system. CTA serves the City of Chicago and 40 adjacent suburbs with eight rapid transit lines serving 144 stations and 140 bus routes. The Metra commuter rail system extends 488 route-miles to the limits of the six-county area and serves 239 local rail stations in more than 100 communities. Pace serves 284 municipalities with 217 bus routes, 372 paratransit buses and 711 vanpools.

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

The Regional Transportation Authority and Service Boards; CTA, Metra and Pace

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

Regional Transportation Authority

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Products and Completion Schedule		
Product	Product Type	Completion Date
Draft Final Report	In-house	April 1, 2012
Final Report	Outside distribution	June 1, 2012
Fare Model	In-house	June 1, 2012
Fare Model User Guide	In-house	June 1, 2012

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$425,000
Other Costs	\$
Total Project Cost	\$425,000
Please specify the purpose of consultant costs	
The RTA plans to engage a team of consultants to develop a ridership and revenue fare model. The objective is to understand current and potential customer purchasing behavior by using historical data, revealed and stated preference surveys. Specialized consultant skills are required to build the model; survey research, econometrics, and demand modeling.	
Please specify the purpose of other costs	
The RTA will manage this project with in-house resources.	

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Project Title	RTA Transit-Oriented Development Implementation Technical Assistance Program
Sponsoring Agency	Regional Transportation Authority
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

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Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Description and Justification

Brief Description: The RTA will provide technical assistance on transit-oriented development implementation to local governments that have completed and adopted transit-oriented development plans through the RTA's Community Planning and Subregional Planning programs (approximately 70). This work will support the CMAP GO TO 2040 Plan's emphasis on providing targeted technical assistance to local governments and will supplement CMAP's technical assistance efforts through the Local Technical Assistance Program.

Major Tasks (up to 20)

1. Updates to Land Control Documents--There may be a need to revise specific ordinances to support TOD. In these cases, the RTA will work with local government staff to streamline the process to make investing in the community more attractive to potential developers and other investors. These strategies may include updating or creating a TOD overlay graphic map illustrating zoning districts and uses, parking regulations, text amendments to a current zoning ordinance (including bulk, height and density regulations), or the text for the ordinance itself for the governing body to adopt. Ordinance revisions for other TOD related regulations will also be considered. These projects will be completed by a consultant on contract to the RTA.
2. Developer Attraction and Solicitation--For municipalities that have adopted TOD plans, but have seen little interest from the development community, RTA staff will provide assistance to identify and solicit developer interest. This assistance can be provided in a variety of ways: 1) Community-Developer Matching: From the network and relationships with dozens of developers, the RTA would identify those with the most relevant experience for the types of projects available in the community. The RTA would then facilitate a meeting among the interested developers and community staff and officials to discuss the community's needs and preferred projects and whether or not the developer would be interested in pursuing any of those projects. 2) Developer Panel: For local governments that are not prepared to discuss specific development opportunities with developers, the RTA will work with the Urban Land Institute (ULI) to arrange a small panel of developers to discuss the development climate and potential strategies to facilitate development. 3) Request for Proposals (RFP) Preparation: For municipalities that own land within the station area (or know of a willing seller) and are interested in soliciting an interested and willing developer, the RTA will assist in preparing a request for proposal (RFP) or request for qualifications (RFQ) to release.
3. Entitlement Process Streamlining--Complicated and ill-defined entitlement and permitting approval processes are often a deterrent to private developers. To help remove this barrier, RTA staff will work with the local municipality to identify specific barriers and provide recommendations to streamline the process to make investing in the community more attractive to potential developers and other investors. This streamlined process can be applied broadly, or be specific to TOD projects within the station area (and viewed as an incentive to pursuing TOD projects). Streamlining the process could include adjusting and reducing the submittal and review requirements and period for development proposals, as well as the timeline for governing body review and comment.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Discretionary Justification: Please identify one regional focus area associated with this project.

Local Technical Assistance

Discretionary Justification: How does this project relate to one or more of these regional focus areas?

The RTA will provide local technical assistance to past project sponsors of Community Planning and Subregional Planning projects. This work will supplement and be coordinated with CMAP's Local Technical Assistance Program to reduce redundancy between the programs and capitalize on the RTA's experience and expertise in TOD planning and implementation.

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

Yes--this effort will help inform and achieve subregional land use, housing and economic development goals. This will be achieved through the creation and / or improvement of development tools that will support sustainable mixed-use, mixed-income, walkable and pedestrian-friendly development with access to transit service.

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

Yes--while the technical assistance program is new, the work will focus on the advancement and implementation of existing and adopted TOD plans.

Is this project regional in scope? Please explain.

Yes, the pool of potential applicants (local governments that have completed and adopted TOD studies through the Community Planning and Subregional Planning programs) are located throughout the RTA's six-county service area. The majority of projects are expected to focus on individual municipalities, but Counties and Councils of Government are also eligible for assistance.

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

The final products are expected to benefit the individual local government (municipality, county, etc.) by furthering implementation of the TOD plan. Private developers will also benefit by having specific zoning guidelines and streamlined entitlement processes to follow and will be able to learn about available development opportunities in specific communities. Pursuing and achieving implementation of these plans can result in more efficient transit operations, improved access to transit services and increased ridership for all three Service Boards.

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

RTA General Fund

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2011 – June 30, 2012)

Products and Completion Schedule		
Product	Product Type	Completion Date
Program parameters, application materials, targeted call for projects.	In-house	May 2010
Approved Program of Projects	Plan/Program	August 2011
Completed plans / ordinance updates and technical assistance	Plan/Program	FY 2012
Program Evaluation	In-house	FY 2012

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	0
Consultant Cost	\$250,000
Other Costs	\$
Total Project Cost	\$250,000
Please specify the purpose of consultant costs Consultants will complete ordinance updates in support of transit-oriented development (primarily zoning updates) and assist with Developer Attraction services.	
Please specify the purpose of other costs NA	

FY 2012 UWP APPENDICES

- A** SOURCES OF LOCAL MATCH
- B** CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS
- C** STAFF REQUIREMENT SUMMARY TABLE
- D** COST ALLOCATION PLANS
- E** AUDIT REQUIREMENTS
- F** ACRONYM LIST
- G** NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES
- H** UWP DEVELOPMENT PROCESS
- I** FY 2012 UWP MONITORING AND REPORTING

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. Currently, IDOT is providing the funding through the Road Fund.

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

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 2010-2013 Affirmative Action Plan to the FTA in August 2010.

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.

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

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

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that FTA 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 amended RTA DBE program was submitted to the FTA on July 27, 2010.

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 2009 DBE goal on June 18, 2009. It will be reviewed by FTA. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

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

The City of Chicago DBE program was last updated in 2010 and the most recent triennial review, conducted by the FTA in 2010, 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 4702.1A (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 13, 2007. The material is structured to follow the organization of the FTA circular.

Chapter IV, Section 1: Requirement to Provide an Annual Title VI Certification and Assurance

- a. There are no active investigations or complaints naming the recipients and/or sub recipient that allege discrimination on the basis of race, color, or national origin.
- 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 funds totaling \$11,400,000 are being requested for FY 2012. FTA funds totaling \$4,120,887 are being requested for FY 2012.
- c. The CMAP Board and MPO Policy Committee adopted the CMAP Title VI Program, which was approved on August 12, 2008 by the FTA.
 - a. Triennial reviews conducted by FTA in 2010 for the City of Chicago, 2008 for the RTA, and in 2007 for the CTA, Pace and Metra have found these agencies to be in compliance with civil rights laws.
 - e. The certification review conducted by FTA in 2009 for CMAP 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 2013.

f. 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 VII: Program-Specific Requirements for MPO's. Following is an analytic basis for certifying compliance with Title VI.

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 has been 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: 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 was designated as the direct recipient of funding from the JARC and New Freedoms programs. For fiscal years 2006-2010, the RTA has issued a competitive call for projects and subsequently adopted programs of projects for submittal to the FTA.

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 DBE goals for contractual services.

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 annual federal funding available from the [JARC](#) and [NF](#) programs. Additional information regarding the RTA’s JARC and NF programs is available at www.rtachicago.com/jnf.

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

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

- [Weekly Updates](#) from executive director Randy Blankenhorn are available online and emailed every Friday to inform readers of progress at CMAP and events, announcements, and other news from throughout the region.
- [Policy Updates](#) are a forum for research and analysis of data and federal, state, and local policy issues of the day. These entries will largely reflect ongoing CMAP work on topics such as the regional economy, transportation, and environmental and local planning issues.
- The [Soles and Spokes](#) blog covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.
- The [Green Signals](#) blog covers all matters related to transportation operations. Topics covered include arterial operations, data archiving, the environment, freeway operations, and safety, among others.
- [Water 2050](#) is a bi-monthly newsletter distributed as a means to communicate newsworthy items, share valuable resources, and promote ongoing and diverse efforts around water resources planning and management, both at CMAP and throughout the region.
- CMAP's various [Social Media](#) help the public to stay connected via Facebook, Twitter, and YouTube.

CMAP also informs the public via outreach to the mainstream news media and Internet-based media. These materials are posted at www.cmap.illinois.gov/for-the-media and include press releases, fact sheets, tip sheets, and more. Agency staff interacts with reporters on a daily basis. Agency staff also responds to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided. 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.

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.

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.

4. Minority Participation in the Decision-making Process

Chicago Metropolitan Agency for Planning 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.

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 2012 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: 12 white, 3 minority, 3 women
- c) Regional Transportation Authority Board: 11 white, 5 minority
- d) Commuter Rail Board: 9 white, 2 minority, 3 women
- e) Suburban Bus Board: 12 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 C

STAFF REQUIREMENT SUMMARY TABLE

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

<u>Agency</u>	<u>Person-Months</u>	<u>Person-Years</u>
CMAP	843	70.25
CDOT	96	8
Metra	42	3.5
CTA	72	6
Pace	0	0
CoM	192	16
RTA	0	0

APPENDIX D

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, 7 of 8 CMAP projects were given 100 percent PL funding (\$9,124,226) 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 (\$327,600 FHWA and \$974,000 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, one City of Chicago project was given 100 percent PL funding (\$800,000) due to the flexible funding mechanisms of SAFETEA-LU, although many are both highway and transit oriented. The other City of Chicago projects were given 100 percent FTA funding (\$1,073,000). 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.

Service Boards and RTA

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

County Projects

The Will County IL Rt 53 Corridor Plan was given 100 percent FTA funding (\$160,000) due to the flexible funding mechanisms of SAFETEA-LU, although the project is both highway and transit oriented.

APPENDIX E

AUDIT REQUIREMENTS

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

APPENDIX F

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
AA	Alternatives analysis
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
ART	Arterial Rapid Transit
ASC	Adaptive Signal Control
BLRS	Bureau of Local Roads and Streets (Illinois Department of Transportation)
BRC	Belt Railway Company
BRT	Bus Rapid Transit
CAAP	Chicago Central Area Action Plan
CBD	Central Business District
CED	Center for Economic Development
CMAF	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program in ISTEA, TEA-21and SAFETEA-LU.
CMP	Congestion Management Process
CMS	Congestion Management System
CN	Canadian National Railway
CNT	Center for Neighborhood Technology
COD	Cargo Oriented Development
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail restructuring program.
CREOP	Chicago Rail Economic Opportunities Plan
CRL	Chicago Rail Link
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCD	Department of Community Development
DEIS	Draft Environmental Impact Statement
DHED	Department of Housing and Economic Development
DOT	(United States) Department of Transportation
EA	Environmental Assessment
EDC	Every Day Counts Program
EECBG	Energy Efficiency and Conservation Block Grant Program
EIS	Environmental Impact Statement
EMME/2	Transportation modeling package for use on microcomputers or workstations.
EPA	(United States) Environmental Protection Agency
ETL	Extract Transfer Load
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration

FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTE	Full Time Employee
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HOT	High Occupancy Toll
HPP	High Priority Project
HRT	Heavy Rail Transit
HUD	US Department of Housing and Urban Development
IDOT	Illinois Department of Transportation
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt
IPAs	Individual Project Agreements
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
LPA	Locally Preferred Alternative
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NICTD	Northwest Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte.
NO_x	Nitrogen Oxide
NTD	National Transit Database
OEMC	Office of Emergency Management and Communications
PAC	Public Advisory Committee
PM_{2.5}	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
PPP	Public Private Partnership
RGTP	Regional Green Transit Plan
RTA	Regional Transportation Authority
RTOC	Regional Transportation Operations Coalition
RTP	Regional Transportation Plan - The region's long range transportation plan
RTSTEP	Regional Transportation Simulation tool for Evacuation Planning
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SGR	State of good repair
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.

SRT	Strategic Regional Transit (System) - Integrated network of high capacity transit facilities designated in the 2020 RTP.
SSMMA	South Suburban Mayors and Managers Association
STAR	Suburban Transit Access Route
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the ISTEA and TEA-21
TAC	Technical Advisory Committee
TDM	Transportation Demand Management - Includes strategies to relieve congestion
TERM	Transit Economic Requirements Model
TIF	Tax Increment Financing
TIP	Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
TMA	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules.
TMC	Traffic Management Center
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
TRANSIMS	Transportation Analysis and Simulation System
TSM	Traffic Signal Modernization
ULI	Urban Land Institute
UP	Union Pacific
UP-NW	Union Pacific Northwest
UPRR	Union Pacific Railroad
UP-W	Union Pacific West
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compound
WCMC	West Central Municipal Conference

APPENDIX G

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

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

CDOT	130 th Street Station Market/Access Study Mid-City Transitway Phasing Study TRANSIMS Case Study Regional Transportation Simulation tool for Evacuation Planning (RTSTEP) West Loop Parking Study South Lakefront Corridor Transit Study Chicago Railroad Economic Opportunities Plan
CMAP	Local Technical Assistance (LTA) Program
CTA	North Red & Purple Line Modernization Planning Red Line Extension Planning Western Corridor BRT Alternatives Analysis New Starts Alternatives Analysis
Illinois Tollway	Jane Addams Tollway, I-90 Corridor Planning Council; Highway and Bus Transit Options Alternatives
Kane County	Randall/Orchard Bus Rapid Transit Study
McHenry County	Transit Component of the McHenry County 2040 Transportation Plan Crash Database 2011 County Highway Traffic Counts
Metra	Union Pacific West Line Upgrade New Starts Project Union Pacific Northwest Line Upgrade New Starts Project SouthEast Service Corridor Suburban Transit Access Route Corridor BNSF Improvements
Pace	Milwaukee and Dempster Arterial Rapid Transit Harlem Avenue West Cook/NW Cook Market Analysis I-355 Corridor Study Harvey Transportation Center Transit Signal Priority Project
RTA	Community Planning Program

Subregional Planning Program
Regional Green Transit
Elgin-O'Hare West Bypass Tier II EIS Transit Studies (RTA/IDOT)
I-55 Bus-on-Shoulder Demonstration Phase I Study
Capital Decision Prioritization Support Tool
Regional Transit Performance Measurement

**Southwest Council of
Mayors** Harlem Avenue Corridor Study

**West Central Municipal
Conference** West Central Regional Active Transportation Plan
West Central TOD and COD Study

Will County Fairmont Sub-Area Plan
I-355 Corridor Plan
Natural Planting Ordinance
IL Route 53 Corridor Plan
Will County Green Zoning and Building Ordinances Project

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

Agency: *Chicago Department of Transportation*

Name of Project: 130th Street Station Market/Access Study

Description of Planning Work: The study builds on previous CMAQ-funded planning work by CDOT related to the proposed CTA Red Line Extension to 130th Street, and is coordinated with CTA and that agency's efforts related to the extension. The study identifies potential market opportunities in and around the two possible terminal locations, and evaluates walk, transit and auto access to these locations.

Resulting Product: A written report summarizing the evaluation of access to the proposed Red Line terminal at 130th Street and market opportunities, including a possible transit-oriented development at or near the terminal location. The information is being used to both identify the specific site for the terminal and the location of future development.

Performing the work: With the assistance of Parsons-Brinkerhoff, work was carried out under the direction of CDOT and a technical committee consisting of representatives of the Department of Housing and Economic Development (DHED), CTA, RTA and Metra.

Time frame for completing the work: A final report completed in December 2010. Additional tasks directly related to the Red Line Extension are being identified and are expected to be carried out in 2011.

The Cost of the Work: \$160,000

Source(s) of funds: CMAQ funds for Red Line Extension

Name of Project: Mid-City Transitway Phasing Study

Description of Planning Work: To develop alternatives for serving the Mid-City Transitway Corridor extending from Jefferson Park south to Midway Airport and then south and east to the Red Line. The consultant, Entran, has prepared concept plans for rapid transit, bus rapid transit, light-rail, commuter rail, and a bus/truckway. Accompanying reports present information about the alternatives and comparative costs and benefits.

Resulting Product: Concept plans and technical reports

Performing the work: CDOT is lead, with the assistance of its consultant, Entran, with review by CTA and other agencies.

Time frame for completing the work: The plans have been prepared, and report are being reviewed. The study is scheduled for completion in late 2011.

The Cost of the Work: Total budget \$1,800,000

Source(s) of funds: FTA CMAQ funds with 20% match by City

Name of Project: TRANSIMS Case Study

Description of Planning Work: Develop TRANSIMS micro simulation tool and application to the Chicago metropolitan region. Enhance signal operations inputs and develop pedestrian simulation component. Apply updated simulation model to evaluate traffic impacts of two case studies: before /after simulation of the Congress Bridge/Wacker Drive reconstruction and closures, and Lake Shore Drive Closures

Resulting Product: Micro simulation tool for application to future planning and system management and operations projects and studies. Provide tool to support Traffic Management Center (TMC) Incident Management subsystem.

Performing the work: Illinois Institute of Technology (IIT) lead with CDOT, Argonne National Laboratory, CMAP, and University of Arizona.

Time frame for completing the work: Phase 1 through 2Q 2011, Phase 2 TBD.

The Cost of the Work: \$680,000 for Phase 1. Phase 2 TBD.

Source(s) of funds: USDOT Research Grant

Name of Project: Regional Transportation Simulation tool for Evacuation Planning (RTSTEP)

Description of Planning Work: Upgrade to, and application of, TRANSIMS micro simulation tool to develop and evaluate evacuation plans and routes for the City of Chicago and the Chicago metropolitan region.

Resulting Product: Micro simulation tool for application to future emergency management, planning, and system management and operations projects and studies. Provide tool to support evacuation planning and the Traffic Management Center (TMC) Incident Management subsystem.

Performing the work: Argonne National Laboratory (lead) with AECOM, Chicago OEMC, Illinois Institute of Technology (IIT), and CDOT.

Time frame for completing the work: Through 4Q 2012.

The Cost of the Work: \$2,000,000.

Source(s) of funds: US Department of Homeland Security Grant.

Name of Project: West Loop Parking Study

Description of Planning Work: The purpose of this study is to assist the City and the West Loop Organization in reaching consensus on parking approaches and strategies that mitigate or resolve parking issues in the West Loop study area that are associated with commuters.

The following tasks are associated with this study:

- data collection including field reconnaissance of study area, license plate survey, key person interviews and neighborhood listening session
- development of alternative parking strategies and solutions
- development of preferred approaches, which were reviewed and refined by staff and appropriate aldermen
- presentation of preferred approaches at community meeting
- finalization of parking strategies.

Resulting Product: The Final West Loop Parking Strategy Report

Performing the work: HNTB, Regina Webster and Avila Consulting

Time frame for completing the work: Completion in late 2011

The Cost of the Work: \$240,000

Source(s) of funds: Central West TIF District

Name of Project: South Lakefront Corridor Transit Study

Description of Planning Work: Development and evaluation of alternatives to address the transit needs of the South Lakefront area of Chicago. The study will identify transportation issues in an area east of the Dan Ryan Expressway extending from the Central Area south to 95th Street. With the assistance of a consultant, a Technical Advisory Committee (TAC) consisting of the City, Metra, CTA, and RTA, and a Public Advisory Committee (PAC) consisting of elected officials and representatives of community organizations, will define and develop alternatives (projects, programs, policies) to meet the short and long-term needs of residents of the area. Up to four public meetings will be held during the course of the study.

Resulting Product: A report summarizing goals and objectives, issues to be addressed, alternatives considered, and recommendations for implementation or more comprehensive study.

Performing the work: The work is being carried out by a consultant team led by Cambridge Systematics under the direction of the Chicago Department of Transportation, the Department of Housing and Economic Development, the TAC, the PAC. The general public will be invited to present issues, ideas for consideration and comment on the direction of the study.

Time frame for completing the work: The study was begun in December 2010 and is scheduled for completion in late 2011.

The Cost of the Work: \$450,000 including City match

Source(s) of funds: Regional Transportation Authority with a 20% match by the City.

Name of Project: Chicago Railroad Economic Opportunities Plan

Description of Planning Work: 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. Chicago is the railroad hub of the nation. All Class I railroads with the exception of the Kansas City Southern pass through Chicago and have major yards within city boundaries. An estimated 28% of all railroad freight billings are generated by traffic handled in the Chicago hub. The Chicago region is one of the world's largest handler of intermodal freight in the world.

Over the past years, the City, State, and major railroads have been working to develop a new plan of investments for Chicago's rail system. The purpose of the CREATE (Chicago Region Environment and Transportation Efficiency) Program is to improve operational efficiency so goods move through Chicago with fewer delays. The realization of this plan has the potential to make Chicago even more attractive as a location for business development, with resulting economic benefits.

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 proposed 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.

The goal of the Chicago Rail Economic Opportunities Plan (CREOP) was to assist the Chicago Department of Transportation (CDOT) and the Department of Community Development (DCD) in developing a set of strategies whereby the city can exploit its unique rail freight infrastructure. This Plan is increasingly urgent as property within many of the city's rail served industrial corridors are under growing pressure to be converted to non-rail uses such as residential or retail activity. Once

properties in these corridors are transformed to other uses, the City loses its opportunity to leverage its unique rail asset and its corresponding economic development advantage.

Resulting Product: The Study will present the following:

- A list of industries and industry functions (e.g. light manufacturing, regional distribution) that could take advantage of Chicago's unique location in the national rail system.
- An analysis and evaluation of up to five locations in designated Industrial Corridors, situated along rail right-of-way, that could be developed for appropriate industries.
- An evaluation of needs of potential businesses related to transportation, site location, parcel assembly, land use, access for employees.
- The development of strategies to attract industries. This may include infrastructure improvements, land assembly, use of financial assistance programs.

There will be an analysis of carload rail based industries and their long-term trends. This initial task provided the context within which a successful economic development strategy for attracting rail-oriented industry can be developed. Understanding what industries are best suited for rail-based development allowed the City to identify targets for which a compelling case can be made that Chicago's freight rail system is economically desirable for businesses to relocate to Chicago.

Secondly, this study will examine Chicago's industrial corridors for suitability of rail-served industries. This second task focused on gaining a keen understanding of the economic activity, freight potential, and constraints along each the City's Industrial Corridors. This information, together with Task 1 findings, provided the basis for assessing opportunities for business retention, expansion, and attraction related to rail facilities.

Thirdly, It will define and analyze five specific locations most suitable for rail-based industries. This second task focused on gaining a keen understanding of the economic activity, freight potential, and constraints along each the City's Industrial Corridors. This information, together with Task 1 findings, provided the basis for assessing opportunities for business retention, expansion, and attraction related to rail facilities.

Finally, the study will determine industry needs, potential incentives, and economic efficiency of incentives for five recommended locations. Utilizing the findings from the previous tasks, this task was comprised of an assessment of features associated with properties within Chicago's industrial corridors that offer rail-based development potential and identified a set of specific properties that were most suitable for one or more targeted industries. Following extensive interactions with the City, a set of five "representative" properties were selected for more detailed analysis in Task 4. In many respects, these selected properties characterized the broad range of potential rail-served properties that are available in Chicago. They ranged in size, presence of direct rail access, condition, geographic location, and existence of structures that may facilitate or impede future rail-served uses.

Performing the work: Cambridge Systematics/ihs Global Insight/EDRG/ Goodman Williams/Valerie Kretchmer

Time frame for completing the work: 3 years

The Cost of the Work: \$270,000

Source(s) of funds: Illinois Tomorrow

Agency: CMAP

Name of Project: Local Technical Assistance (LTA) Program

Description of Planning Work: In August 2010, on behalf of a broad regional consortium, CMAP applied for funding through the Sustainable Communities Regional Planning grant program. This program is administered by the U.S. Department of Housing and Urban Development (HUD) as part of the federal Sustainable Communities Initiative. The purpose of the application was to provide assistance to local governments in taking actions that advance the implementation of GO TO 2040 through a program termed the Local Technical Assistance (LTA) program. The application was successful, and work on the LTA program has begun.

Local projects to be undertaken through the LTA program include comprehensive plans, subareas plans, revisions to zoning ordinances or other regulations, studies of specific topics like housing or transit oriented development, or other similar projects. Overall, the focus of the program is on projects which link land use, housing, and transportation. Each project will also have specific emphasis on public engagement, particularly reaching underrepresented groups and incorporating their perspectives within the local projects, as well as capacity building among local governments and community-based organizations.

Local projects will be identified through a competitive application and prioritization process. Applications will be solicited through a call for projects which will be advertised regionally, and then prioritized using agreed-upon criteria. From among the applications, a group of higher-priority projects will be identified, and the primary purpose of the LTA program is to advance these projects. A thorough scoping process for each project will be undertaken, for the purpose of determining the most appropriate way that CMAP and other consortium members can advance each project. In some cases, this may result in the extensive contribution of CMAP staff time; in others, it may result in CMAP assisting the community in securing funding from an external source to procure consulting assistance, or in CMAP supporting a project which is led by another organization.

Projects considered higher priority to be advanced through the LTA program are listed below. Further information on the program, individual project details, and the prioritization process is [available online](#).

Higher priority projects by geography

Chicago	Suburban Cook County	Collar Counties
Bronzeville Alliance	Alsip	Addison
Bronzeville Community	Berwyn	Algonquin
Development Partnership	** Blue Island	Antioch
Centers for New Horizons	Des Plaines	Bensenville
Chicago Dept of Cultural Affairs	Elmwood Park	Campton Hills
Chicago Dept of Environment	Evanston	Carpentersville
** Chicago Dept of Housing and Economic Development	Hazel Crest	DuPage County
Chicago Housing Authority	Justice	Elburn
Developing Communities Project	Lansing	Elgin
Openlands	Lynwood	Fox Lake
	Maywood	Hanover Park
	** Metropolitan Mayors Caucus	Joliet
	Midlothian	Kane County
	Morton Grove	Lake County
	Niles	** Lake Zurich
	Norridge	Lakemoor
	Northlake	Liberty Prairie Conservancy
	Northwest Suburban Housing Collaborative	McHenry County
	Oak Lawn	New Lenox
	Oak Park	Round Lake Heights
	Olympia Fields	Waukegan
	Orland Park	** Will County (Fairmont)
	Palos Park	Wood Dale
	Park Forest	Woodridge
	Richton Park	
	Riverdale	
	Riverside	
	South Suburban Mayors and Managers Association	
	West Central Municipal Conference	
	** West Cook Housing Collaborative	
	Westchester	

** Indicates the project is an immediate priority for startup.

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

Performing the work: The assistance offered is primarily staff assistance; the major use of the Sustainable Communities Regional Planning grant funds is to hire ten experienced planners and outreach specialists to be assigned to local projects. A small amount of grant funding is also available, and will be used for small grants to complement staff assistance, rather than for large stand-alone grants to communities.

Time frame for completing the work: The grant funding for this project expires on 1/15/14.

The Cost of the Work: \$4.25 million

Source(s) of funds: HUD Sustainable Communities Regional Planning grant

Agency: CTA

Name of Project: North Red & Purple Line Modernization Planning

Description of Planning Work: The CTA is proposing to make improvements to the North Red and Purple lines; bringing the existing transit stations, track systems and structures into a state of good repair and providing access to persons with disabilities from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is identified as a GOTO 2040 fiscally-constrained project. Early planning and visioning were completed in 2010 and environmental scoping meetings were conducted in January 2011.

The EIS will be a plan level analysis conducted as a Tier 1 EIS. It will consider cumulative effects within the entire project corridor, prioritize project components, and plan for efficient construction phasing. The Tier 1 EIS will include an evaluation of a No Action Alternative and multiple Build Alternatives. The Tier 1 EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

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

Resulting Product: Significant progress towards the completion of the Tier 1 EIS.

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

Time frames for completing the work:

Early Planning completed July 2010.

Tier 1 EIS to be completed 9/1/2012.

Budget and Sources of Funds:

Early Planning for Major Capital Project			
Federal		Local/State	Total
5307/TRC	\$600,000	\$0	\$600,000
Tier 1 EIS			
Federal		Local/State	Total
5309/BLB	\$3,750,000	\$930,750	\$4,687,500

Name of Project: Red Line Extension Planning

Description of Planning Work: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was designated in August 2009. Environmental scoping was completed in 2010 and the preparation of an Environmental Impact Statement (EIS) began in 2011.

In going forward, the EIS will include an evaluation of a No Build Alternative, a Transportation System Management Alternative, the Locally Preferred Union Pacific Railroad Heavy Rail Transit (HRT) Alternative, and the Halsted Street HRT Alternative. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

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

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

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

Time frames for completing the work:
 Alternatives Analysis Completed in 2009
 DEIS to be completed 6/1/2013

Budget and Sources of Funds:

Alternatives Analysis [Completed, 2009]			
Federal		Local/State	Total
5307/TRC	\$2,345,034	\$0	\$2,345,034
5339 Alternatives Analysis/TRC	\$588,000	\$0	\$588,000
Total	\$2,933,034	\$0	\$2,933,034
EIS			
Federal		Local/State	Total
5339 Alternatives Analysis/TRC	\$285,000	\$0	\$285,000
5309/BLB	\$3,750,000	\$930,750	\$4,687,500
Total	\$4,035,000	\$930,750	\$4,965,750

Name of Project: Western Corridor BRT Alternatives Analysis

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

The Western Corridor Alternatives Analysis will use a progressive screening process to evaluate modal, corridor, operations and infrastructure alternatives. At each screening step, through technical evaluation and public and stakeholder involvement, alternatives will be refined.

The Alternatives Analysis will be conducted through the following steps:
 Step 1. Establishing Purpose and Need, Step 2. Defining Universe of Alternatives
 Step 3. Defining Evaluation Criteria; and Step 4. Screening of Alternatives .

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

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

Time frames for completing the work: The project will be completed by 9/30/13.

Budget and Source of Funds:

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

Name of Project: New Starts Alternatives Analysis

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

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

Agency: *Kane County*

Name of Project: Randall/Orchard Bus Rapid Transit Study (Kane County)

Description of Planning Work: The Randall/Orchard Bus Rapid Transit Study will assess the future viability of BRT in the Randall/Orchard Road corridor. The project will identify future conditions needed to successfully accommodate BRT along the corridor in the 2040 timeframe and will examine the potential benefits attainable from investing in an enhanced transit system and supporting land uses.: The study will:

- Focus on the future conditions needed to successfully accommodate BRT along the corridor,
- Model future “what if” scenarios and examine the potential benefits to the region in terms of traffic congestion and development resulting from the deployment of BRT service,
- Emphasize opportunities for incremental steps and immediate actions that local governments can make to plan for and bring BRT to Kane County in the future.

Resulting Product: The resulting product will be the development of an Incremental Implementation Action Plan for BRT along the Randall/Orchard corridor.

Performing the work: Kane County has been and will continue to advise, and work with, the consultant, on this project.

Time frame for completing the work: The project will be completed by Fall 2011.

The Cost of the Work: \$142,842

Source(s) of funds: Energy Efficiency and Conservation Block Grant Program (EECBG) Funds

Agency: *McHenry County*

Name of Project: Transit Component of the McHenry County 2040 Transportation Plan

Description of Planning Work: The transit component of the plan will evaluate the existing services and market conditions in the County for transit operations. Opportunities for service coordination and service modification will be studied as well as determining the basic performance measures that should be used to implement new services in the County.

Resulting Product: The resulting product will be a financially constrained plan to restructure existing services and provide new services consistent with the broader transportation goals of the County and region.

Performing the work: The McHenry County Division of Transportation will be advising a consultant team and performing the work.

Time frame for completing the work: The project will be completed by 2013.

The Cost of the Work: \$150,000

Source(s) of funds: RTA Subregional Planning Grant (\$120,000) and McHenry County RTA Sales Tax Allocations (\$30,000).

Name of Project: Crash Database

Description of Planning Work: The McHenry County Division of Transportation worked with the McHenry County GIS Department to integrate crash data collected through the state's crash reporting system into an internet based application. Within the next year, the County will look to update tools and expand access to this application.

Resulting Product: The resulting product will be an interactive mapping and reporting system for crashes occurring in the County. This will include secure remote access to the system and specialized reports

Performing the work: The McHenry County GIS Department with guidance from the McHenry County Sheriff's Department and the McHenry County Division of Transportation.

Time frame for completing the work: The application will be updated in 2011.

The Cost of the Work: 1 FTE

Source(s) of funds: McHenry County GIS Recording Fee

Name of Project: 2011 County Highway Traffic Counts

Description of Planning Work: The McHenry County Division of Transportation will hire a firm to undertake directional traffic counts at over 200 locations on the County Highway System.

Resulting Product: The resulting product will be an update of traffic counts undertaken in 2009 with speed and vehicle classifications statistics.

Performing the work: The McHenry County Division of Transportation will be advising a consultant team and performing the work.

Time frame for completing the work: The counts will be completed in the spring and fall of 2011.

The Cost of the Work: \$75,000

Source(s) of funds: McHenry County Motor Fuel Tax Allocation

Agency: Metra

Name of Project: Union Pacific West Line Upgrade New Starts Project

Description of Planning Work: 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 (EA) of the proposed UP-W Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project. This project leverages ongoing work on two complementary projects:

- The *UP-W Public Private Partnership (PPP)* includes station safety enhancements, new crossovers, upgraded signals, and additional segments of 3rd track. It will help to improve flexibility, on-time performance, and pedestrian and passenger safety. These combined elements are necessary to enable the expansion of service; however, they are not sufficient to enable service expansion without the UP-W Upgrade New Starts Project. Some project elements have already been completed, while others are still in

design or undergoing environmental analysis. The remaining elements are slated for completion by 2013.

- *CREATE Project B2, "Union Pacific Third Mainline-Proviso Yard,"* includes constructing a 3.5-mile 3rd main track on the UP Geneva Subdivision. This project will also improve the Berkeley and Bellwood stations including the construction of a pedestrian underpass at each station. This project is currently in Phase II Engineering.

Resulting Product: The current project will produce a final EA that will be submitted to FTA in order to receive a Finding of No Significant Impact (FONSI).

Performing the work: Metra staff is directing a consultant performing the environmental work on this project.

Time frame for completing the work: The EA is slated for completion by the end of 2011.

The Cost of the Work: \$1.7 million across several contracts for AA. \$1.9 total for environmental work for UP-W Upgrade, UP-W PPP and UP-NW Upgrade.

Source(s) of funds: Federal formula funds and Metra local funds to match

Name of Project: Union Pacific Northwest Line Upgrade New Starts Project

Description of Planning Work: 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 Alternative Analysis (AA) study in September 2007 for the Union Pacific Northwest Upgrade project. Metra has begun an Environmental Assessment (EA) of the proposed UP-NW Upgrade New Starts project and is awaiting federal approval to enter into Preliminary Engineering on this project.

Resulting Product: The current project will produce a final EA that will be submitted to FTA in order to receive a Finding of No Significant Impact (FONSI).

Performing the work: Metra staff is directing a consultant performing the environmental work on this project.

Time frame for completing the work: The EA is slated for completion by the end of 2011.

The Cost of the Work: \$1.4 million across several contracts for AA. \$1.9 total for environmental work for UP-W Upgrade, UP-W PPP and UP-NW Upgrade.

Source(s) of funds: Federal formula funds and Metra local funds to match

Name of Project: SouthEast Service Corridor

Description of Planning Work: 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 (LPA) to address these issues.

Resulting Product: Completed AA leading to a Locally Preferred Alternative (LPA)

Performing the work: Metra staff is directing a consultant performing the AA work.

Time frame for completing the work: The AA is slated for completion in the second quarter of 2011.

The Cost of the Work: \$1.9 million across several contracts for AA.

Source(s) of funds: Federal formula funds and Metra local funds to match

Name of Project: Suburban Transit Access Route Corridor

Description of Planning Work: 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 (LPA) to address these issues.

Resulting Product: Completed AA leading to a Locally Preferred Alternative (LPA)

Performing the work: Metra staff is directing a consultant performing the AA work.

Time frame for completing the work: The AA is slated for completion in the third quarter of 2011.

The Cost of the Work: \$2.7 million across several contracts for AA.

Source(s) of funds: Federal formula funds and Metra local funds to match

Name of Project: BNSF Improvements

Description of Planning Work: Metra anticipates beginning an Environmental Assessment (EA) and Preliminary Engineering (PE) work on extending commuter service on the Burlington Northern Santa Fe Railway from its current terminus in Aurora to Oswego in 2011.

Resulting Product: The current project will produce a complete EA that will be submitted to FTA in order to receive a Finding of No Significant Impact (FONSI). IT will also result in completed PE plans.

Performing the work: Metra staff is directing a consultant performing the AA work.

Time frame for completing the work: The AA is slated for completion in the third quarter of 2011.

The Cost of the Work: TBD

Source(s) of funds: Federal formula funds and Metra local funds to match

Agency: Pace

Name of Project: Milwaukee and Dempster Arterial Rapid Transit

Description of Planning Work:

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

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

Resulting Product:

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

Performing the work:

Pace Suburban Bus

Time frame for completing the work:

It is estimated that ART operation on Milwaukee Avenue may start in the 3rd Q 2014

It is estimated that ART operation on Dempster Street may start in the 1st Q of 2016

The Cost of the Work:

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

The Capital Cost of the Milwaukee Avenue ART has been estimated between \$19 and \$30 million.

The Capital Cost of the Dempster Street ART has been estimated between \$38 and \$60 million.

Source(s) of funds:

Preliminary Engineering will be funded from Pace's general funds and well as various grants.

Funding Plan for the Final Design and Construction will be identified as part of the Preliminary Engineering Phase.

Name of Project: Harlem Avenue West Cook/NW Cook Market Analysis

Description of Planning Work: In order to support future planning for transit service, Pace intends to conduct a Market analysis first for the Harlem Avenue corridor **between Glenview Road on the North and 183rd Street** on the South with one mile on either side of the corridor included in the service area. This corridor is the spine of the West Cook/NW Cook service area and will drive the analysis of the West Cook Pace Service area.

The results of this study should assist Pace in assessing the demographics, travel patterns, origins and destinations of users of the service, attitudes and preferences towards various potential services, and ultimately increased ridership through service restructuring.

Resulting Product: Market analysis of the Harlem Avenue corridor leading to further studies of the West Cook/NW Cook study areas.

Performing the work: Pace Service Planning will be advising a consultant team and performing the work.

Time frame for completing the work: 12/31/11

The Cost of the Work: \$600,000 for all three phases of the study.

Source(s) of funds: 5307 Planning Funds

Name of Project: I-355 Corridor Study

Description of Planning Work: The main goal is to develop an express bus network on the I-290, Ill53, I-355 corridor to serve the south, west, northwest and north suburbs. The study is also looking at market areas. The network will include regional park-n-ride/transfer facilities including but not limited to bus priority treatment, ramp priority, shoulder lanes and HOT lanes where possible.

Resulting Product: Market study of the I-355 corridor area.

Performing the work: Pace service planning is advising a consultant team performing the work.

Time frame for completing the work: June 2011

The Cost of the Work: \$265,984

Source(s) of funds: RTA Planning Funds

Name of Project: Harvey Transportation Center Transit Signal Priority Project

Description of Planning Work: The Transit Signal Priority (TSP) Program is geared to providing a more reliable regional transit system with improved bus travel times, schedule adherence and customer satisfaction. As part of the above program, Harvey Transportation Center Transit Signal Priority was planned as a demonstration project. A detailed delay study and analysis of 60 signals¹ along 59th st, 147th st/US 6 and Halsted St with simulation for future benefits was conducted and intersections were ranked based on a cost benefit analysis. A separate Technology Assessment including release of RFI and subsequent technology demonstration was conducted. A detailed before and after evaluation of the deployed TSP system is planned.

Resulting Product: Deployment of TSP System capable of improving schedule adherence, reliability, reducing bus travel time and operating costs along 159th st, 147th st/US 6 and Halsted St.

Performing the work: Pace's Long Range Planning Department implemented the project with the help of design and engineering consultants and deployment electrical contractors. Currently the project is testing. Phase 1 scope of the project includes 20 TSP Signalized intersections, Mesh Network along 30 Signalized intersections, 55 buses and Backhaul Communication System.

Time frame for completing the work: Phase 1 Project is expected to be complete by May 2011. Phase 2 of the project is planned for start in Aug 2011.

The Cost of the Work: Phase 1: US \$ 1.62 Million.

Source(s) of funds: RTA Funds

Agency: RTA

Name of Project: Community Planning Program

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

A total of eight (8) Community Planning projects were approved by the RTA Board in October 2010 for inclusion in the 2011 program:

1. Village of Schiller Park Transit-Oriented Development Study
2. Village of Hanover Park Transit-Oriented Development Study
3. City of Elgin Chicago Street Station Area Plan
4. Village of Northbrook Downtown Station Area Plan
5. Village of Romeoville East Side Plan
6. City of Naperville Metra Station Bus Depot and Commuter Access Feasibility Study
7. City of Rolling Meadows Golf Road Transit and Pedestrian Mobility Study
8. Village of Hoffman Estates Flexible Transit Service Operations Study

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

Resulting Products: The resulting product will be finalized plans adopted by the governing body of the grantees. Upon completion and adoption of the plans, the RTA, in concert with the Service Boards, will proactively work with the grantees to ensure implementation of the recommendations.

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

Time frame for completing the work: The eight projects listed above are expected to be completed by no later than June 30, 2012.

The Cost of the Work: \$830,000.

Source(s) of funds: RTA \$664,000 (80%) / Local Match \$166,000 (20%)

Name of Project: Subregional Planning Program

Description of Planning Work: The RTA's Subregional Planning program provides funding and planning assistance for county, subregional or corridor level transit and land use focused planning studies that serve the traditional suburb-to-city and intra-urban markets, as well as the non-traditional city-to-suburb markets. The program is available to counties, townships, councils of government/municipal associations, and groups of two or more municipalities in the RTA six-county service area, the City of Chicago, and the RTA Service Boards (CTA, Metra, and Pace).

A total of three (3) Subregional Planning projects were approved by the RTA Board in October 2010 for inclusion in the 2011 program:

9. Southwest Conference of Mayors Cicero Avenue Corridor Plan
10. McHenry County Services Restructuring Study
11. South Suburban Mayors and Managers Association (SSMMA) Chicago Southland TOD Corridor Planning Study – Phase II Implementation

A complete list of all past and current Subregional Planning projects may be viewed at <http://rtams.org/rtams/planningProgram.jsp?id=2>.

Resulting Products: The resulting product will be finalized plans adopted by the governing body of the grantees. Upon completion and adoption of the plans, the RTA, in concert with the Service Boards, will proactively work with the grantees to ensure implementation of the recommendations.

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

Time frame for completing the work: The three projects listed above are expected to be completed by no later than June 30, 2012.

The Cost of the Work: \$475,000.

Source(s) of funds: RTA \$380,000 (80%) / Local Match \$95,000 (20%)

Name of Project: Regional Green Transit Plan

Description of Planning Work:

To address the goals of the Regional Transportation Strategic Plan (a.k.a. Moving Beyond Congestion), the RTA, in coordination with the CTA, Metra, Pace, Illinois Department of Transportation, Chicago Metropolitan Agency for Planning, Chicago Department of Transportation and the Chicago Department of Environment, is developing the transit system's first sustainability and climate action plan; known as the Regional Green Transit Plan (RGTP). The RGTP will guide the RTA and service boards towards improving the environmental benefits of public transit and reducing regional greenhouse gas emissions. The RGTP will quantify the net environmental benefit

of public transit in the region, recommend strategies to increase the environmental sustainability of public transit and enhance the role of public transit in climate change mitigation.

Resulting Product:

The resulting product will be a final Regional Green Transit Plan. The final plan will include a summary of the greenhouse gas emissions inventory and displacement analysis and a list of recommended strategies for improving the net environmental benefit of transit.

Performing the work: A regional working group consisting of the RTA, CTA, Metra, Pace, CMAP, IDOT, Chicago DOT and Chicago Dept. of Environment are performing some of the work and are advising a consultant team.

Time frame for completing the work: The Final RGTP will be completed by 6/30/11.

The Cost of the Work: \$380,818

Source(s) of funds: IDOT State Planning and Research Grant (80%) and RTA (20%)

Name of Project: Elgin-O'Hare West Bypass Tier II EIS Transit Studies (RTA/IDOT)

Description of Planning Work: The Illinois Department of Transportation is undertaking a Tier II EIS for the Elgin-O'Hare Extension/West O'Hare Bypass. At the request of the RTA, additional transit studies are being conducted to further refine and develop proposed Thorndale corridor transit services identified in the Tier I preferred alternative, in order to ensure that these transit services are integrated within the Tier II Build Alternative.

Resulting Product: Final Environmental Impact Statement for the Elgin-O'Hare West Bypass project, including right-of-way and access requirements for potential transit service.

Performing the work: The transit studies are being performed by IDOT's EIS consultant team led by CH2M Hill, with subconsultant Vlecedes-Schroeder Associates.

Time frame for completing the work: The Tier II EIS began in summer 2010 and will be completed at the end of 2012.

The Cost of the Work: The cost of the Tier II transit studies is \$321,000

Source(s) of funds: RTA

Name of Project: I-55 Bus-on-Shoulder Demonstration Phase I Study

Description of Planning Work: The Regional Transportation Authority is conducting a preliminary engineering and environmental (Phase I) study, as required by the Illinois Department of Transportation, in order to plan and develop this I-55 Bus-on-Shoulder Demonstration and to provide the necessary coordination with federal, state and local agencies. The Phase I study is being adapted and expanded to integrate maintenance, legal, enforcement, incident management and transit operational issues with the usual highway design considerations.

Resulting Product: The resulting product will be a Phase I Project Report submitted to IDOT and FHWA for design approval.

Performing the work: RTA staff is performing the work with AECOM ,which is providing technical consulting services to the RTA for the Phase I study.

Time frame for completing the work: The Phase I study began in August 2009 and was completed in February 2011. IDOT gave design approval of the Phase I Project Report on February 7, 2011. This is a technical approval of the overall scope of the demonstration and the type and location of capital improvements on the highway. The RTA and AECOM are continuing planning work to address other important topics in order to begin the demonstration in November 2011.

The Cost of the Work: \$500,000

Source(s) of funds: RTA

Name of Project: Capital Decision Prioritization Support Tool

Description of Planning Work: With some of the nation's oldest transit assets, the RTA transit system has significant reinvestment needs, including an estimated \$24.6 billion over the next ten years to attain a state of good repair (SGR), which is more than three times higher than the projected funding during the same time period. In order to improve the decision-making processes and prioritize investments given constrained funding, the RTA has selected a consultant to develop the Capital Decision Prioritization Support Tool (the Decision Support Tool). The Decision Support Tool will rank the identified capital projects and will assist the Service Boards as they annually prepare their respective capital program needs and prioritize those investments that help attain a State of Good Repair.

The Decision Support Tool will be founded on FTA's existing Transit Economic Requirements Model (TERM) and will utilize the Maintain, Enhance and Expand criteria and scoring process developed by the RTA in coordination with Service Board staff.

Resulting Product: The data-driven Decision Support Tool will provide the RTA with the instrument to establish the criteria for its evaluation of the Service Boards' capital programs, and to

assist the Service Boards with meeting those criteria, including the prioritization of capital projects to be undertaken by each of the Service Boards.

Performing the work: A consultant team is performing the work, under contract to the RTA.

Time frame for completing the work: The RTA has begun development of the Decision Support Tool for Maintain investment needs. This initial phase of the project should be completed by December 2011. Future (unfunded) phases of the project would expand the tool for Enhance and Expand investment needs.

The Cost of the Work: The cost of the initial phase is \$412,934. Subsequent phases would require additional funds.

Source(s) of funds: The RTA is funding the initial phase of the project.

Name of Project: Regional Transit Performance Measurement

Description of Planning Work: The RTA staff has undertaken the development of a performance measurement and reporting program to evaluate the impact and effectiveness of public transit in Northeastern Illinois. Performance measures have been established in coordination with the CTA, Metra, and Pace. It is the goal of the RTA to use the performance measurement program to provide regional decision-makers and the public a clearer understanding of how effectively and efficiently their tax dollars are being used in support of public transportation.

Regional performance is measured in five major areas:

- Service Coverage
- Service Efficiency and Effectiveness
- Service Delivery
- Service Maintenance and Capital Investment
- Service Level Solvency

Within each area, a series of measures has been identified to provide a comprehensive view of performance in that area and develop an understanding of factors causing changes in performance trends. Regional performance reports utilize data published by the National Transit Database (NTD) for each Service Board, which are then aggregated to reflect system-wide performance over a five-year period. In addition, RTA system-wide information is considered relative to the other top nine largest transit systems in the country, to provide a comparison of local trends to what is occurring at other transit systems.

Beginning in 2010, the RTA has prepared a new sub-regional report, which reports data separately for CTA, Metra, and Pace and also reports data based on travel mode (city bus, 'L', commuter rail, suburban bus, dial-a-ride, vanpool, and ADA/demand-response) over a five-year period. The purpose of this report is to analyze the components of the regional measures to better understand their impact on overall performance and to understand the trends in performance of each operating

agency compared to its own previous performance. Additionally, this sub-regional report will be prepared to incorporate peer comparisons with carefully selected transit agencies from around the country.

Resulting Product: RTA staff produces two reports annually that reflect regional performance measures: the Regional Report Card and the Peer Group Report Card. Additionally, two sub-regional reports are generated annually: the Sub-Regional Report and the Sub-Regional Peer Report.

Performing the work: RTA Finance and Performance Management staff, with input from the Performance Measurement Task Force comprised of Service Board members, will be performing the work.

Time frame for completing the work: Ongoing.

The Cost of the Work: RTA staff time

Source(s) of funds: RTA Budget

Agency: Southwest Council of Mayors

Name of Project: Harlem Avenue Corridor Study

Description of Planning Work: The Harlem Avenue Corridor Study's goal is to develop a comprehensive corridor plan that unites the corridor, its activities and character to make it a functioning transportation corridor and activity center for the southwest suburbs. The planning area is along Harlem Avenue from 63rd Street on the north to I-80 on the south. There are ten communities along the Corridor: Bedford Park, Bridgeview, Burbank, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Tinley Park and Worth.

The Harlem Avenue Corridor Study will create a transportation and economic development plan for the planning area along the Corridor.

The Corridor Study will be conducted through the following steps:

- Step 1. Research and Analyze Current Conditions
- Step 2. Market Analysis and Economic Development Opportunities
- Step 3. Develop a Transportation Plan
- Step 4. Public Input / Public Involvement

Resulting Product: The resulting product will be the final plan that will be developed that communicates recommendations, prioritizes phased implementation, identifies potential leads and key organizations, outlines actions and strategies to achieve the envisioned plan, and provides an implementation schedule.

Performing the work: The Southwest Conference of Mayors and the Corridor Steering Committee, which is comprised of the chief elected officials of the 10 communities along the Corridor, will be advising a consultant team and performing the work.

Time frame for completing the work: The project will be completed by 10/31/11.

The Cost of the Work: \$200,000

Source(s) of funds: RTA Planning Grant and STP Funds

Agency: Tollway

Name of Project: Jane Addams Tollway, I-90 Corridor Planning Council; Highway and Bus Transit Options Alternatives

Description of Planning Work: This Tollway effort continues to evaluate reconstruction timing, alternative highway configurations, and complimentary bus transit options for the Jane Addams Tollway. Reconstruction of the deteriorating fifty-year old roadway and structure are recommended to minimize life-cycle cost. Similar to IDOT phase 1 engineering, a master plan to widen the roadway to four-lanes each direction was completed in 2008. The present effort continues to evaluate other desirable options; such as one or two congestion-priced managed lanes and complementary bus service on and off the highway. Pace ridership on I-90 exceeds 1500 trips per day. Transportation providers, stakeholders, and the public will oversee a transit market analysis that seeks to select a low-cost interim or permanent transit option that can be constructed sooner than the potential STAR.

Resulting Product: The resulting product will guide ISTHA's capital programming. Necessary revision to the regional plan, if any, will be conducted per CMAP's public process. Regionally significant ISTHA projects also processed in the Transportation Improvement Program.

Performing the work: ISTHA and contracted engineering firms.

Time frame for completing the work: Open ended; interim goal of Fall 2011.

The Cost of the Work: \$350,000

Source(s) of funds: Toll

Agency: West Central Municipal Conference

Name of Project: West Central Regional Active Transportation Plan

Description of Planning Work: The West Central Regional Active Transportation Plan will collect information on each community's priorities as well as generate a list of corridors and destinations that the plan should evaluate for regional prioritization. The Plan will identify safety issues and barriers to walking and biking in the West Central Municipal Conference Region.

The West Central Regional Active Transportation Plan will review the corridor/destination analysis and priority recommendations. The planning process will include discussion and review of policy recommendations for improvements and recommendations.

The Active Transportation Plan is undertaking the following steps:

- Step 1. Data Collection, Corridor Identification
- Step 2. Identify Safety Concerns and Alternative Corridor Options
- Step 3. Finalize Corridor and Policy Recommendations for Implementation

Resulting Product: The resulting product will be a regional Active Transportation for the West Central Municipal Conference. The plan will include policy recommendations to assist in the implementation of the plan.

Performing the work: The Active Transportation Alliance will assist the West Central Municipal Conference Bicycle and Pedestrian Subcommittee.

Time frame for completing the work: The project will be completed by the fall of 2011.

Source(s) of funds: Cook County Department of Public Health, HUD Grant

Name of Project: West Central TOD and COD Study

Description of Planning Work: The West Central Municipal Conference partnered with the Center for Neighborhood Technology to begin a Cargo and Transit Oriented Development study for communities within our region.

The purpose of the study is to identify areas and underutilized and undeveloped lands that may benefit from their access to either freight or passenger rail service. Once these locations have been identified, work will begin with the individual communities to promote the use of these locations on a coordinated regional scale.

- Step 1: Data Collection, Identification of proposed TOD and COD Sites
- Step 2: Meetings with Communities regarding their use of the sites

Step 3: An ongoing process attempting to develop these sites.

Resulting Product: The resulting product will be a TOD and COD plan for West Central as well as an on-going institutional capacity to address the economic development issues as it pertains to these sites.

Performing the work: CNT and WCMC staff currently perform the majority of the work and assistance will be provided in 2012 by CMAP's LTAP.

Time frame for completing the work: The project is phased out and on-going.

Source(s) of funds: CNT Local Grants

Agency: Will County

Name of Project: Fairmont Sub-Area Plan

Description of Planning Work: The Will County Land Use Department is currently working with Fairmont Community, an unincorporated area in Lockport Township to develop a Sub-Area Plan that will become a component of the County's Land Resource Management Plan. The County has received a grant from the Chicago Metropolitan Agency for Planning (CMAP) for the Local Technical Assistance Program to undertake the development of a comprehensive community plan. We want to see this planning document include: alternatives to develop vacant land, encouragement of retail uses to support economic growth and serve the Community, infrastructure improvements, and of course, an implementation strategy to see that these recommendations are fulfilled.

The Plan will address:

- Land Uses and Vacant/Undeveloped,
- Infrastructure Improvements,
- Safety,
- Economic Development,
- Recreation,
- Community Interaction and Creating a Identity.

Resulting Product: The resulting product will be a Sub-Area Plan to be approved and supported by the Will County Board. This Plan will include an implementation strategy.

Performing the work: The Will County Land Use Department is the facilitating agency. However, the CMAP LTA team is performing the majority of the Plan development.

Time frame for completing the work: The project will be completed by spring 2012. However, marketing efforts and group participation will likely be an ongoing endeavor.

The Cost of the Work: N/A CMAP budgets the LTA staff time.

Source(s) of funds: CMAP LTA Program.

Name of Project: I-355 Corridor Plan

Description of Planning Work: The Will County Land Use Department is currently working with City of Lockport, Village of Homer, Village of Lemont, Village of New Lenox, Forest Preserve District of Will County, Will County CED, and the Active Transportation Alliance. The Plan will address:

- Common land uses (focusing on commercial development) that should be encouraged along the I-355 Corridor from Lemont on the north end to New Lenox on the south end,
- recommendations for lot coverage, setbacks, building height, fencing and other factors reasonably regulated when a commonality in design is encouraged,
- Ongoing marketing efforts to attract commercial uses to this Corridor.

Resulting Product: The resulting product will be the development of a Corridor Plan with unified standards that that can be adopted by the supporting municipalities. It is hoped this effort will limit developers from “shopping a project around” for the most relaxed development standards.

Performing the work: The Will County Land Use Department is the facilitating agency for the above Corridor participants. This project can be done “in house” with supporting staff from the partisans or outsourced to a consultant if funding is available.

Time frame for completing the work: The project will be completed by fall 2012. However, marketing efforts and group participation will likely be an ongoing endeavor.

The Cost of the Work: In House = only staff time and printing. Outsourcing approximately \$120,000.

Source(s) of funds: In house = Land Use Department Budget. Outsourcing will require seeking grant opportunities.

Name of Project: Natural Planting Ordinance

Description of Planning Work: The Will County Land Use Department through direction of the County Board’s Land Use and Development Committee is undertaking the preparation of Natural Plantings Ordinance for individual residential lots. The Ordinance will address:

- What types of plantings are suitable to include when a home owner chooses to landscape their property in a natural manner,
- Parameters for lot coverage, setbacks, plant height, fencing and other factors reasonably regulated when natural plantings are utilized,

- Recourse for the County when a lot containing natural plantings is not maintained in a manner that complies with the regulations.

Resulting Product: The resulting product will be the development of a Natural Plantings Ordinance that will be incorporated into the Property Maintenance Code.

Performing the work: The Will County Land Use Department is preparing the document under the approval of the Land Use and Development Committee of the County Board. The Department has established a steering committee comprised of six additional members with expertise in natural plantings and native vegetation.

Time frame for completing the work: The project will be completed by fall 2011.

The Cost of the Work: Only staff time and printing.

Source(s) of funds: Land Use Department Budget

Name of Project: IL Route 53 Corridor Plan

Description of Planning Work: The Will County Land Use Department is acting as the facilitator for a group of agencies to establish a Corridor Plan that will benefit the area. Since 2004, Will County has been home to the Nation's busiest inland port for cargo container operations. Until recently, business has dictated this environment. Will County has begun to look at what is necessary to integrate the Nation's busiest intermodal center with the rest of Will County's attributes: such as, tourism, the Midewin National Tallgrass Prairie (and other natural areas), recreation and sports activities, the Abraham Lincoln National Veterans' Cemetery, and other retail/commercial activities. However, this cannot be achieved without a concrete, all-encompassing, planning initiative. Planning for the future of Will County will require a thorough examination and plan for the IL Rt. 53 Corridor, which serves as a primary route for intermodal truck traffic.

- Common land uses (focusing on the above attributes) that should be encouraged along the IL Route. 53 Corridor from Joliet the north end to Braidwood the south end,
- Recommendations to alleviate traffic problems, promote business development and the enhancement of tourism uses,
- Ongoing marketing efforts to attract commercial uses and tourists to this Corridor.

Resulting Product: The resulting product will be the development of a Corridor Plan with an implementation strategy that considers the above factors to make this Corridor economically balanced with maintaining the natural and "built" positive attributes.

Performing the work: The Will County Land Use Department is the facilitating agency for the above Corridor participants. This project will require assistance from a consultant with expertise in land use and transportation planning.

Time frame for completing the work: The project will be completed by fall 2012. However, marketing efforts and group participation will likely be an ongoing endeavor.

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

Source(s) of funds: UWP grant funding.

Name of Project: Will County Green Zoning and Building Ordinances Project

Description of Planning Work: Will County is the recipient of an Energy Efficiency and Conservation Block Grant (EECBG), Award No. DE-EE000083. The project will entail a comprehensive revision of the Will County zoning ordinance and appropriate revisions to the Will County building ordinance, both for unincorporated Will County. The project will focus upon energy efficiency and the objectives of incorporating sustainable development practices, including removing associated barriers and providing implementation incentives. The project deliverables will be a comprehensively revised zoning ordinance and appropriate building code modifications. This project will not include a comprehensive rezoning of unincorporated Will County or a comprehensive revision of the building ordinance.

Resulting Product: Comprehensively revised zoning ordinance and a building ordinance with appropriate revisions.

Performing the work: The Will County Land Use Department of the County Executive's Office is coordinating the project with the County Board's Ordinance Review Subcommittee (ORS). The Department is managing the project consulting team.

Time frame for completing the work: The project will be completed by July 2012.

The Cost of the Work: \$175,124.00

Source(s) of funds: Energy Efficiency and Conservation Block Grant (EECBG), Award No. DE-EE000083

APPENDIX H

UWP DEVELOPMENT PROCESS

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

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

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

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program, typically in 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. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the MPO Policy Committee and CMAP Board for consideration of endorsement at their June meeting.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY12 UWP awarded more than \$15 million in federal funding, along with the required 20 percent of local matching funds, resulting in nearly \$20 million dedicated to transportation planning in the northeastern Illinois region.



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The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality of life issues. See www.cmap.illinois.gov for more information.



Section 1: Core

The UWP Committee approved \$12,994,000 in federal funding under the FY 12 Core Program. Agencies receiving core funding were CMAP, the City of Chicago, the Council of Mayors, CTA, Metra and Pace.

Section 2: Competitive

With \$12,994,000 approved in the Core, \$2,706,000 in federal funding remained in the competitive round. The participating agencies (CTA, RTA, the City of Chicago, Will County) submitted 14 projects totaling \$3,812,745. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 14 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 8 to 18. All projects ranked with a score of 14 and above were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY12 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY12 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2012 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 \$19.8 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, FY 2009, FY 2010, FY 2011 and will continue through FY 2012 and beyond. Reports are completed by the close of each month following the close of each quarter, or October, January, April, and July.

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