

CMAP



UWP for Transportation Unified Work Program



Northeastern Illinois
Fiscal Year 2014

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

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

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

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Table of Contents

SECTION 1: Executive Summary	5
SECTION 2: Major Scheduled Projects	17
SECTION 3: Detailed Work Program by Recipient Agency	28
CMAP	29
MPO Policies	30
Community Planning Program	41
CTA	44
Program Development.....	45
Furthering Asset Management and Project Determination	48
Forest Park Blue Line Reconstruction and Modernization Planning	52
City of Chicago	55
Transportation Planning and Programming	56
CDOT Comprehensive Multil-Model Transportation Plan Framework Study	59
Council of Mayors	62
Program and Management.....	63
Metra	69
Program Development.....	70
Cost Benefit Analysis of Proposed Metra Expansion Projects.....	73
Pace	76
Rideshare Services Program	77
TIP Development and Modeling	80
Elgin/O’Hare Western Bypass Corridor Transit Service Plan	82
County of Will	85
County of Lake	90
Appendix	95

FY 2014 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 2014 UWP MONITORING AND REPORTING

Section 1: Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2014 (FY 14) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,801,019 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 2014 UWP programs \$16,837,254 in FHWA/FTA funds and \$4,963,765 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.

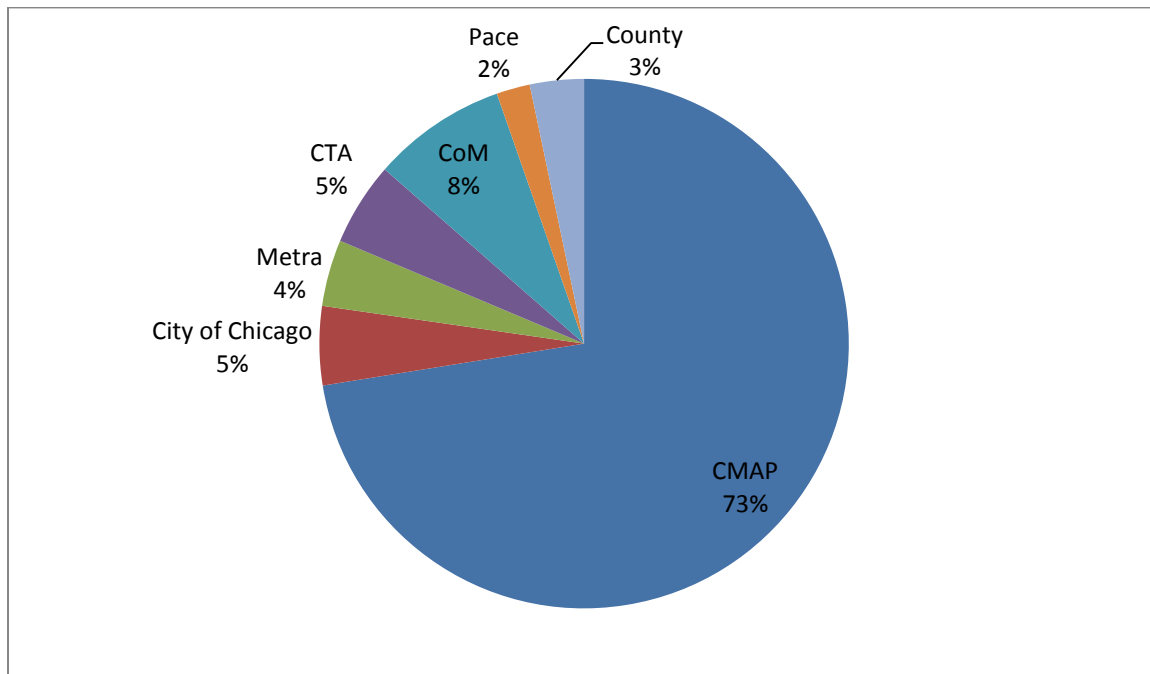
The FY 14 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2013 through June 30, 2014. The UWP Committee developed the FY14 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 14 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 14 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Lake and Will Counties. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 14 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2014 UWP Funds by Agency



CMAP is receiving 73% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program, funded at \$560,000 in federal funds, and will allocate part of the funds to RTA depending on the project purpose.

The CTA, Metra, and Pace are receiving 5%, 4%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for advance planning work on the Forest Park Blue Line and to implement an Asset Management Plan. Pace received funding for the Elgin/O'Hare Western Bypass Corridor Transit Service Plan. The Metra received funding for preparing Cost-Benefit Analysis report of proposed Metra expansion projects.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and development of the Comprehensive Multi-Modal Transportation Plan – Framework Study.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Will County is funded for their County Long Range Transportation Planning program. Lake County is funded for the Route 53/120 Corridor Land Use and Transportation Plan.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	812,000	10,829,200	2,910,300	14,551,500
CMAP	Community Planning Program		560,000	140,000	700,000
CMAP Total		812,000	11,389,200	3,050,300	15,251,500
CTA	Program Development	300,000		75,000	375,000
CTA	Asset Management & Project Determinations	335,000		83,750	418,750
CTA	Forest Park Blue Line Reconstruction and Modernization Planning	221,000		55,250	276,250
CTA Total		856,000	-	214,000	1,070,000
City of Chicago	Transportation and Programming Comprehensive Multi-Modal	454,826	185,174	160,000	800,000
City of Chicago	Transportation Plan	170,784		42,696	213,480
City of Chicago Total		625,610	185,174	202,696	1,013,480
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			1,384,270	554,269	1,938,539
County of Will	Long Range Transportation Planning	240,000		60,000	300,000
County of Lake	Route 53/120 Corridor Land Use and Transportation Plan	315,000		625,000	940,000
Counties Totals		555,000	-	685,000	1,240,000
Metra	Cost Benefit Analysis of Proposed Metra Expansion Projects	365,000		91,250	456,250
Metra	Program Development	320,000		80,000	400,000
Metra Totals		685,000	-	171,250	856,250
Pace	TIP Development and Modeling	40,000		10,000	50,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Elgin/O'Hare Western Bypass Corridor Transit Service Plan	245,000		61,250	306,250
Pace Totals		345,000	-	86,250	431,250
FY 14 UWP Total		3,878,610	12,958,644	4,963,765	21,801,019

Funding by Program Category

The FY14 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 FY14 UWP funds by category, and Table 2 shows how each project breaks out by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the type of work to be accomplished with these funds.

1. *Regional Transportation Planning*

This program category comprises the research, analysis, and regional coordination necessary to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. GO TO 2040, the comprehensive regional plan for northeastern Illinois, was adopted by the MPO Policy Committee and CMAP Board in October 2010. The budget for this program category totals \$2,620,178, or 12% 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 \$3,594,550, or 16% 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 \$4,912,032 or 23% of the total UWP.

4. *Transportation Planning Data/Model Development*

The projects in this category are focused on the collection, display and dissemination of primary and secondary data related to transportation and demographics. These projects provide the technical tools and basic data for the region's transportation planning and plan implementation efforts. The budget for this category totals \$4,016,105 or 19% 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 \$2,239,965 or 10% 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 \$4,418,190, or 20% of the total UWP.

Figure 2: Share of FY 14 Funds by Category

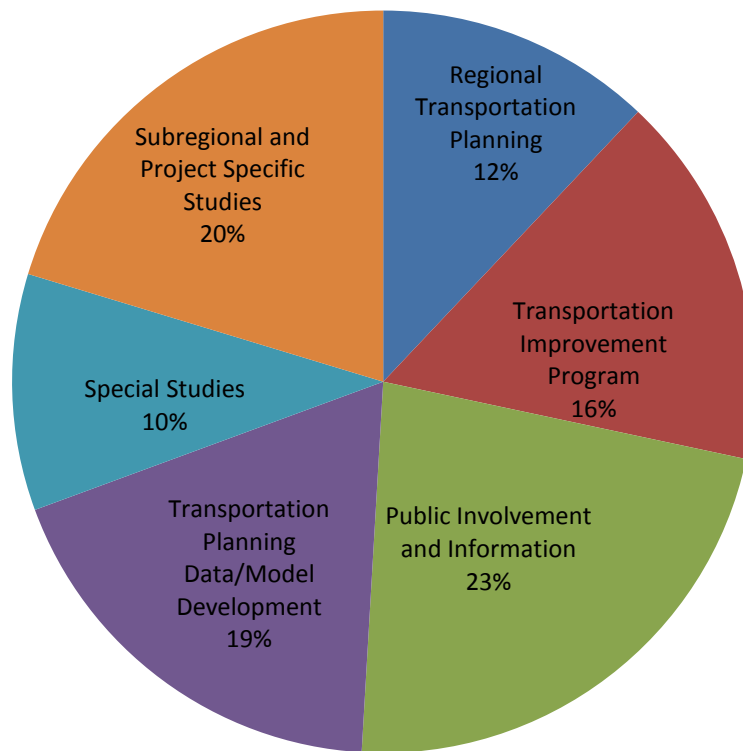


Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
CMAP	MPO Activities	14,551,500	1,959,345	1,670,280	3,250,470	4,016,105	2,164,965	1,490,335
CMAP	Community Planning Program	700,000			150,000			550,000
CTA	Program Development	375,000		225,000	150,000			
CTA	Asset Management & Project Determinations	418,750						418,750
CTA	Forest Park Blue Line Reconstruction and Modernization Planning	276,250						276,250
City of Chicago	Transportation and Programming	800,000	80,000	400,000	80,000			240,000
City of Chicago	Comprehensive Multi-Modal Transportation Plan	213,480						213,480
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,938,539	387,708	969,270	581,562			
Metra	Program Development	400,000	40,000	280,000	80,000			
Metra	Cost Benefit Analysis of Proposed Metra Expansion Projects	456,250						456,250
Pace	Rideshare Services Program	75,000					75,000	
Pace	TIP Development and Modeling	50,000		50,000				

Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
Pace	Elgin/O'Hare Western Bypass Corridor Transit Service Plan	306,250	153,125					153,125
County of Will	Long Range Transportation Planning	300,000	150,000					150,000
County of Lake	Route 53/120 Corridor Land Use and Transportation Plan	940,000			470,000			470,000
Total		21,801,019	2,620,178	3,594,550	4,912,032	4,016,105	2,239,965	4,418,190
Percentage of Total			12%	16%	23%	18%	10%	20%

Brief Synopses of FY 2014 Recommended UWP Projects

Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$15,251,500
<p>MPO Activities</p> <p>Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	\$14,551,500
<p>Community Planning Program</p> <p>Purpose: CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.</p>	\$700,000
CTA	Agency Total: \$1,070,000
<p>Program Development</p> <p>Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	\$375,000
<p>Asset Management and Project Determinations</p> <p>Purpose: CTA will determine appropriate structure and references to critical policies and procedures for the Asset Management Plan (AMP). The goal of implementing a comprehensive AMP is to enhance the data, reports and tools available for the prioritization of capital investments and preventive maintenance activities, thereby maximizing the benefits from limited available resources and minimizing lifecycle asset costs. Implementation will assure compliance with recent federal mandates (MAP 21) as well as provide a more comprehensive, cross-functions view of CTA's asset portfolio and software systems.</p>	\$418,750
<p>Forest Park Blue Line Reconstruction and Modernization Planning</p> <p>Purpose: To complement the IDOT's planning for the reconstruction of I-290, CTA will study funding strategies; conduct preliminary reconstruction and preliminary engineering; inventory facilities including tracks, trackbeds, power systems, signals, yard, and stations; identify facility needs such as American Disabilities Act (ADA)-compliant amenities and modern customer facilities; design alternative location of station, egress points, and track design to improve efficiency of the line; identify conceptual construction, engineering, and integration with roadway designs.</p>	\$276,250
City of Chicago	Agency Total: \$1,013,480
<p>Transportation and Programming</p> <p>Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected</p>	\$800,000

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.	
Comprehensive Multi-Modal Transportation Plan – Framework Study Purpose: City of Chicago will prepare city-wide plans focused on various strategic initiatives, consistent with its “Chicago Forward Action Agenda.” These plans include: Streets for Cycling, Streetscapes, Pedestrians, and BRT. An overall framework for a Comprehensive Transportation Plan will integrate these city- and district-based plans, objectives, and processes with regional transportation plans, priorities, and goals.	\$213,480

Council of Mayors	Agency Total: \$1,938,539
Subregional Transportation Planning, Programming and Management Purpose: The purpose is to provide for strategic participation by local officials in the region’s transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	\$1,938,539

County Projects	Agency Total: \$1,240,000
County of Will, Long Range Transportation Plan Purpose: The purpose is to provide for the ongoing development and maintenance of the Cook County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$300,000
County of Lake, Route 53/120 Corridor Land Use and Transportation Plan Purpose: The County of Lake will develop the Corridor Land Use and Transportation Plan to integrate the Illinois Tollway’s Central Lake County Corridor: IL 53 North and IL 120 Limited Access project with land use, transportation, economic development and open space through active and collaborative local government participation.	\$940,000

Metra	Agency Total: \$856,250
Program Development Purpose: This program helps facilitate Metra’s efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	\$400,000
Cost Benefit Analysis of Proposed Metra Expansion Projects Purpose: Metra will perform cost benefit analysis on proposed Metra projects to assist in prioritization of projects identified as potential long-term expansion projects in Metra’s Strategic Plan.	\$456,250

Pace	Agency Total: \$431,250
Rideshare Services Program Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical	\$75,000

mass to improve the matching potential of the participants	
<p>TIP Development and Modeling</p> <p>Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.</p>	\$50,000
<p>Elgin/O’Hare Western Bypass Corridor Transit Service Plan</p> <p>Purpose: Pace will create an incremental transit plan to grow the transit market in relation to economic development and land use development. The Elgin/O’Hare Western Access project is identified in GO TO 2040 as a major capital project under Regional Mobility and part of the recent Federal corridor approval. The market analysis will include short, midterm and long range design and development of a construction mitigation plan.</p>	\$306,250

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 2014. 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 2014. This list is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

Work Element/Project	Product	Product Type	Completion Date
Chicago Metropolitan Agency for Planning			
Local Planning Support	Selection of new technical assistance projects and grants	Plan/Program	October
	Call for new technical assistance applications	Outside distribution	May
	Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
	Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing
	Model plans and ordinances (3 completed in FY 14)	Outside distribution	Ongoing
	Initiation and completion of Local Technical Assistance projects (approximately 20 projects per year, funded through combination of HUD and UWP)	Plan/Program	Ongoing
Policy Development and Analysis	Federal and State Legislative Agenda	Outside distribution	January 2014
	Staffing of CMAP Committee Structure	In-House	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Performance Based Funding- Internal Process Review	In-House	October 2013
	Performance Based Funding- Development of Measures, Criteria, and Analytical Tools for CMAP Programs and Modernization/Expansion Projects	In-House	June 2014
	Performance Based Funding External Campaign	Outside distribution	Ongoing
	Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
	Congestion Pricing- Phase 2 Analysis and External Campaign	Outside distribution	Ongoing
	Create and staff task force for exploration of regional freight authority	In-House	July 2013
	Coalition building around major metropolitan freight priorities.	Outside distribution	Ongoing
	Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
	Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
	Industry Cluster Drill Downs- Freight and Logistics/Advanced Manufacturing- Subregional Analysis and Technical Assistance Development	Outside distribution	Ongoing
	Continued Regional Coordination on Transportation and Innovation Performance Metrics	Outside distribution	Ongoing
Communications and Outreach	Printed Materials: Fact sheets	Outside distribution	Ongoing
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures and flyers	Outside distribution	Ongoing
	Educational Events/Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/Program	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Educational Events/Training Sessions Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
	Educational Events/Training Sessions Water 2050 forums	Plan/Program	Ongoing
	Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
	Web Maintenance and Development: Content tightly related to GO TO 2040 priorities	Outside distribution	Ongoing
	Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
	Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
Regional Information and Data Development	Regional Network Microsimulation Model	In-House	June 2014
	Macroscopic Freight Model	In-House	June 2014
	Conformity Analysis	Plan/Program	Biannually
	2040 Socioeconomic Forecast Update	Plan/Program	June 2014
	Transportation Data Archive	In-House	June 2014
	External Data Requests	Outside distribution	Ongoing
	Go TO 2040 Indicator Tracking	Plan/Program	June 2014
	On-line Data Sharing Applications	Outside Distribution	June 2014
	Online Map Gallery	Outside distribution	June 2013
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 2013

Work Element/Project	Product	Product Type	Completion Date
	TIP Map and Dashboard	Outside distribution	Ongoing
	TIP Training	Outside distribution	Ongoing
	Obligations Database Scope	In-House	June 2013
	Conformity Analysis	Outside distribution	Biannually
	Staff Tier II Consultation	Outside distribution	Ongoing
	Updated conformity documentation	Outside distribution	Biannually
	Review regulatory changes	In-House	Ongoing
	TIP Programmer Updates	Outside distribution	Ongoing
	FFY 2012-2016 TIP	Outside distribution	October 2013
	TIP Brochures	Outside distribution	Ongoing
	Track CMAQ and other local projects	Outside distribution	Ongoing
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
Congestion Management Process	Regional Transportation Performance Measure Update	In-House	Ongoing
	Regional Expressway Atlas	In-House	Ongoing
	Regional Transportation Data Archive Support	In-House	Ongoing
	Vehicle On-board Data Evaluation	In-House	June, 2014
	Summer Data Collection Program	In-House	Ongoing
	Develop Small-Scale Performance Data for Programming Decisions	In-House	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Maintain Signal and Parking Databases	In-House	Ongoing
	Maintain Congestion Management Process Documentation	In-House	Ongoing
	Soles and Spokes Bike-Ped Planning Blog	In-House	Ongoing
	Implement 2 technical Soles and Spokes Workshops	Outside distribution	Ongoing
	Bicycle and Pedestrian Transportation Planning	In-House	Ongoing
	RTOC support	In-House	Ongoing
	Truck Travel Operational Improvement Planning	In-House	Ongoing
	Truck Demand Management Planning	In-House	Ongoing
	Regional ITS Plan and Architecture	In-House	Ongoing
Information Technology Management	Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-House	Ongoing
	Office technology systems	In-House	Ongoing
	Wiki/CMS Intranet for internal network	In-House	Ongoing
	Support of Web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
	Support of GIS applications and databases	Plan/Program	Ongoing
	Business continuity planning	In-House	Ongoing
	Support of Web-based Regional Data Archive	Outside distribution	Ongoing
	Internal Systems Audit	In-House	Ongoing

Work Element/Project	Product	Product Type	Completion Date
<u>CTA</u>			
Program Development	Annual Report	In-house	June 2014
	TIP UPdates	In-house	Quarterly
Asset Management & Project Determinations	Asset Managemet Plan Requirements	In-house	Sept. 2013
	Asset Management Plan	Plan/Program	Sept. 2014
Forest Park Blue Line Reconstruction and Modernization Planning	Public Outreach Materials	Outside distribut	8.01.2013
	Facility Needs Assessment	Outside distribut	4.1.2014
	Service Designs	Outside distribut	4.1.2014
<u>City of Chicago</u>			
Transportation Planning and Programming	Interaction with elected officials	Outside distribut	6/30/14
	Interaction with public	Outside distribut	6/30/14
	Interaction with other agencies	Outside distribut	6/30/14
	Capital Improvement Program	Plan/Program	6/30/14
	Planning studies	In-house	6/30/14
	Fiscally constrained TIP (CDOT portion)	Outside distribut	6/30/14
	Data collection / database development	In-house	6/30/14

Work Element/Project	Product	Product Type	Completion Date
	framework for comprehensive plan	In-house	6/30/14
	Interaction with elected officials	Outside distribution	6/30/14
Comprehensive Multi-Modal Transportation Plan-Framework Study	Technical Paper - Review of CDOT's Plans	In-house	Spring 2014
	Technical Paper - Review of Regional Plans	In-house	Spring 2014
	Technical Paper - Review of Best Practices	In-house	Summer 2014
	Draft Final Report	In-house	Summer 2014
	Final Report - Framework for a CDOT Comprehensive Multi-Modal Transportation Plan	Plan/Program	Fall 2014
<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
	Other Federal Funding Programs	Plan/Program	Ongoing
	Other State Funding Programs	Plan/Program	Ongoing
	Newsletters/Annual Reports	Outside distribution	Ongoing
	Quarterly Reports	Outside distribution	Ongoing
	Other Plans/Programs, as needed	Plan/Program	Ongoing
	Other Reports, as needed	Outside distribution	Ongoing
	Overall Program Management	Plan/Program	Ongoing

Work Element/Project	Product	Product Type	Completion Date
Metra			
Program Development	Preliminary Capital Program & Budget	Plan/Program	11/15/13
	Final Capital Program & Budget	Outside distribut	12/13/13
	TIP Submittal	Outside distribut	12/15/13
	Public Involvement Briefing Materials	Outside distribut	11/15/13
Pace			
Rideshare Services Program	Promotional Items	Outside distribut	6/31/14
	Collateral materials	Outside distribut	6/31/14
	Advertising content	Outside distribut	6/31/14
TIP Development and Modeling	Pace TIP element	In-house	On-going
	Pace fiscal year 2014-2018 Capital Program	In-house	Dec 2013
	Monitor TIP Program/Projects	In-house	On-going
Elgin/O'Hare Western Bypass Corridor Service Plan	Market Analysis/Coordination with previous work	Outside distribut	1/14
	O/D Analysis	Outside distribut	2/14
	Corridor Improvement Plan	Outside distribut	4/14
	Outreach	Outside distribut	6/14

Work Element/Project	Product	Product Type	Completion Date
	Service Design	In-house	9/14
	Capital costs	Outside distribution	10/14
	Operating costs	In-house	10/14
	Transit Plan	In-house	12/14
	Implementation Plan	Plan/Program	12/14
<u>County of Will</u>			
County Long Range Transportation Planning Program	Project initiation	In-house	08/2013
	Existing conditions & deficiency analysis	Outside distribution	11/2013
	Socioeconomic & travel demand data/forecasts	Outside distribution	03/2014
	Alternative improvement scenario development	Outside distribution	06/2014
	Preferred transportation alternative development	Outside distribution	10/2014
	Draft Plan development - compile strategies & prioritize lists of capital improvement	Plan/Program	12/2014
	Financial analysis & implementation plan development	In-house	03/2015
	Public Meetings, outreach, & regional coordination	Outside distribution	Ongoing
	Final Plan completion & distribution	Plan/Program	08/2015

Work Element/Project	Product	Product Type	Completion Date
County of Lake			
Route 53/120 Corridor Land Use and Transportation Plan	Creation of a MOU between all involved entities - municipalities, Lake County, the Tollway, and other Key Stakeholders	In-house	6mos(2013)
	Consultant Selection	In-house	6mos(2013)
	Develop a collaborative Plan scope and structure; Formation of Working Groups	Plan/Program	6mos(2014)
	Local Government Outreach and Education	Plan/Program	6mos(2014)
	Existing Conditions	Plan/Program	2014
	Market Analysis	Plan/Program	2014
	Draft & Final Corridor Plan (align plan outcomes to be consistent with GO TO 2040 principles and the principles laid out by the Blue Ribbon Advisory Committee and Tollway's "Detailed Engineering Concept")	Plan/Program	2014-15
	Plan Implementation Strategy	In-house	2015

* The three types of products are:

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

Section III: Detailed Work Program by Recipient Agency

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

CMAF

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Core MPO Activities
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$11,641,200
Local Match Amount	\$2,910,300
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$14,551,500

Description and Justification
<p>Brief Description: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. See attached major tasks

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

CMAP performs the core required MPO functions. CMAP involves local governments and coordinates planning activities with them, and advances the coordination of transportation planning with land use and other planning. The GO TO 2040 plan, which was adopted in October 2010, is policy-based in nature, and implementing the plan requires closer examination and analysis of elements like innovative financing, tax policies, evaluation criteria, and the impacts of transportation upon land use and economic development. CMAP is responsible for communicating to the public and stakeholder groups all activities and priorities of the CMAP Board and MPO Policy Committee. CMAP is the authoritative source for data and methods used for regional analysis. CMAP promotes online data sharing among MPO partners. Data sharing tools closes a gap in providing transparent decision making tools.

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

The proposal responds to a number of the regional priorities: Local Technical Assistance; Long Range Planning/Financial Planning and Innovative Finance/Evaluation Criteria/Implementation of GO TO 2040 Major Capital; Information sharing; Improved access to information; Air Quality Conformity Access to Information; Efficient governance; Modernization of the Public Transit System; Financial Planning; Improving Decision-Making Models and Evaluation Criteria for Project Selection.

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

The proposed activities reflect implementation action areas adopted in the region's long range plan GO TO 2040 and core activity of the MPO and are a continuation of the responsibilities of the MPO.

Is this project regional in scope? Please explain.

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

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

The products will benefit state and local public officials, transportation implementers, economic development practitioners, business leaders, the non-profit sector and residents of the region.

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

Illinois Department of Transportation

Products and Completion Schedule		
Product	Product Type	Completion Date
<u>Local Planning Support</u>		
Selection of new technical assistance projects and grants	Plan/Program	October
Call for new technical assistance applications	Outside distribution	May
Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing
Model plans and ordinances (3 completed in FY 14)	Outside distribution	Ongoing

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Initiation and completion of Local Technical Assistance projects (approximately 20 projects per year, funded through combination of HUD and UWP)	Plan/Program	Ongoing
<u>Policy Development and Analysis</u>		
Federal and State Legislative Agenda	Outside distribution	January 2014
Staffing of CMAP Committee Structure	In-House	Ongoing
Performance Based Funding- Internal Process Review	In-House	October 2013
Performance Based Funding- Development of Measures, Criteria, and Analytical Tools for CMAP Programs and Modernization/Expansion Projects	In-House	June 2014
Performance Based Funding External Campaign	Outside distribution	Ongoing
Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
Congestion Pricing- Phase 2 Analysis and External Campaign	Outside distribution	Ongoing
Create and staff task force for exploration of regional freight authority	In-House	July 2013
Coalition building around major metropolitan freight priorities.	Outside distribution	Ongoing
Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
Industry Cluster Drill Downs-Freight and Logistics/Advanced Manufacturing- Subregional Analysis and Technical Assistance Development	Outside distribution	Ongoing
Continued Regional Coordination on Transportation and Innovation Performance Metrics	Outside distribution	Ongoing
Continued Analysis of Transportation, Land Use, Environmental and Climate Change Impacts	Outside distribution	Ongoing
<u>Communications and Outreach</u>		
Printed Materials: Fact sheets	Outside distribution	Ongoing
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events/Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/Program	Ongoing
Educational Events/Training Sessions Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
Educational Events/Training Sessions Water 2050 forums	Plan/Program	Ongoing
Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
Web Maintenance and Development: Content tightly related to GO TO 2040 priorities	Outside distribution	Ongoing
Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
<u>Regional Information and Data Development</u>		
Regional Network Microsimulation Model	In-House	June 2014
Macroscopic Freight Model	In-House	June 2014
Conformity Analysis	Plan/Program	Biannually
2040 Socioeconomic Forecast Update	Plan/Program	June 2014
Transportation Data Archive	In-House	June 2014
External Data Requests	Outside distribution	Ongoing
Go TO 2040 Indicator Tracking	Plan/Program	June 2014
On-line Data Sharing Applications	Outside Distribution	June 2014
Online Map Gallery	Outside distribution	June 2013

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

<u>Transportation Improvement Program</u>		
TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
Active program management reports	Outside distribution	Ongoing
Obligation Report	Outside distribution	November 2013
TIP Map and Dashboard	Outside distribution	Ongoing
TIP Training	Outside distribution	Ongoing
Obligations Database Scope	In-House	June 2013
Conformity Analysis	Outside distribution	Biannually
Staff Tier II Consultation	Outside distribution	Ongoing
Updated conformity documentation	Outside distribution	Biannually
Review regulatory changes	In-House	Ongoing
TIP Programmer Updates	Outside distribution	Ongoing
FFY 2012-2016 TIP	Outside distribution	October 2013
TIP Brochures	Outside distribution	Ongoing
Track CMAQ and other local projects	Outside distribution	Ongoing
Analysis of CMAQ cost revisions	Outside distribution	Ongoing
<u>Congestion Management Process</u>		
Regional Transportation Performance Measure Update	In-House	Ongoing
Regional Expressway Atlas	In-House	Ongoing
Regional Transportation Data Archive Support	In-House	Ongoing
Vehicle On-board Data Evaluation	In-House	June, 2014
Summer Data Collection Program	In-House	Ongoing
Develop Small-Scale Performance Data for Programming Decisions	In-House	Ongoing
Maintain Signal and Parking Databases	In-House	Ongoing

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Maintain Congestion Management Process Documentation	In-House	Ongoing
Soles and Spokes Bike-Ped Planning Blog	In-House	Ongoing
Implement 2 technical Soles and Spokes Workshops	Outside distribution	Ongoing
Bicycle and Pedestrian Transportation Planning	In-House	Ongoing
RTOC support	In-House	Ongoing
Truck Travel Operational Improvement Planning	In-House	Ongoing
Truck Demand Management Planning	In-House	Ongoing
Regional ITS Plan and Architecture	In-House	Ongoing
<u>Information Technology Management</u>		
Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-House	Ongoing
Office technology systems	In-House	Ongoing
Wiki/CMS Intranet for internal network	In-House	Ongoing
Support of Web-based data dissemination applications	Outside distribution	Ongoing
Support of model development applications	Outside distribution	Ongoing
Support of GIS applications and databases	Plan/Program	Ongoing
Business continuity planning	In-House	Ongoing
Support of Web-based Regional Data Archive	Outside distribution	Ongoing
Internal Systems Audit	In-House	Ongoing

Expense Breakdown	
Staff (including overhead) Cost	\$11,740,500
Total Person Months	934.56
Consultant Cost	\$1,015,000
Other Costs	\$1,796,000
Total Project Cost	\$14,551,500

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

See attached description of Consultants

Please specify the purpose of other costs

See attached description of Other Costs. Also attached is a breakdown by program

FY 2014 CMAP Major Tasks:

Local Planning

1. Technical assistance coordination
2. Online case study library
3. Planning Commissioner trainings
4. Model plans, ordinances, and codes
5. Management of Community Planning Program and other grants
6. Direct technical assistance to communities

Policy Development and Analysis

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

Communications and Outreach

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Regional Information and Data Development

1. Advanced Urban Model Development
2. Survey Research
3. Travel and Emissions Modeling
4. Regional Inventories
5. External Data Requests
6. Transportation Data Archive
7. Data Library Management
8. GO TO 2040 Indicator Tracking
9. Data Sharing Applications Development
10. Data Sharing Processing and Dissemination
11. CMAP Online Map Gallery

Transportation Improvement Program

1. Update TIP and 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 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 and analyze STP, CMAQ, and other local fund source 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, Transportation Committee, CMAQ Project Selection Committee, and Tier II Consultation Team.
10. Participate in Council of Mayors transportation, technical and council meetings.
11. Complete financial estimates for region-wide transportation programs.
12. Ensure air quality standards are anticipated to be accomplished.
13. Create TIP Map and Dashboard.
14. Increase outreach to general public of TIP tools (TIP Map & Dashboard) Communication and Public Involvement.
15. Determine database outputs, identify data sources and develop scope and RFP package for development of an obligations database.

Congestion Management Process

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

4. Transportation System Performance Monitoring
5. Congestion Management Strategy
6. Bicycle and Pedestrian Planning
7. Intelligent Transportation System Planning

Information Technology Management

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

CMAP BUDGET SUMMARY FOR FY 14 UWP

Program	Staff	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,124,000	186.36	\$40,000	\$76,500	\$2,240,500
Policy Development and Analysis	\$2,797,800	192.00	\$40,000	\$78,000	\$2,915,800
Communications and Outreach	\$1,082,600	95.00	\$235,000	\$77,400	\$1,395,000
Regional Information and Data Development	\$2,500,700	211.20	\$700,000	\$361,400	\$3,562,100
TIP	\$1,629,000	114.00		\$39,000	\$1,668,000
Congestion Management Process	\$1,134,700	90.00		\$31,200	\$1,165,900
Information Technology Management	\$471,700	36.00		\$1,132,500	\$1,604,200
TOTAL	\$11,740,500	934.56	\$1,015,000	\$1,796,000	\$14,551,500

CONTRACT DETAIL

Program	Purpose	Amount
Local Planning		
Full Circle Maintenance	Ongoing maintenance of the software has been estimated at \$40,000 annually.	\$40,000
POLICY ENVIRONMENT		
MetroPulse Jobs	Ongoing maintenance of the software has been estimated at \$40,000 annually	\$40,000
COMMUNICATION AND OUTREACH		
Design Integration	This project is intended to apply design principles to strategically integrate policy and planning content for the web, data visualization, and printed media. Examples of projects that benefited from this in FY12-13 include the Congestion Pricing website and the two-part Property Tax Classification web content.	\$65,000
Web Maintenance and Development	Ongoing maintenance and development for CMAP web pages.	\$170,000
REGIONAL INFORMATION AND DATA ANALYSIS PROGRAM		
Model Development	Implementation of Strategic Plan for Advanced Modeling.	\$500,000
On-line Data Sharing Applications	Implementation of GO TO 2040 Access to Information objectives	\$200,000

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
COMMUNICATIONS AND OUTREACH		
Video	Development of video	\$15,000
DATA SHARING		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$330,000
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
Software Maintenance	Upgrades, fixes and various other necessary modifications required for TIP database	\$29,000
CONGESTION MANAGEMENT PROCESS		
Data Processing	Processing data collected for traffic count	\$10,000
INFORMATION TECHNOLOGY		
Software Maintenance/licenses	Annual fees	\$300,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$550,000
Equipment	New and replacement of computer equipment	\$75,000
Software	Purchase of new software	\$50,000

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Local Planning Support - Community Planning Program
Sponsoring Agency	CMAP, with suballocation to RTA depending on projects
FHWA/FTA Amount Requested	\$560,000
Local Match Amount	\$140,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$700,000

Description and Justification

Brief Description: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 10-12 local projects.

Major Tasks (up to 20)

1. Hold an application process for new projects. As in the past several years, CMAP and the RTA will produce joint application materials. This year, both agencies will use the same initial application materials for both staff assistance and consultant assistance projects. UWP funding would be used for those projects requiring consultant assistance. Project applications will be due in late June.
2. Review and evaluate projects. CMAP and the RTA will review the applications received and divide them between the agencies based on their appropriateness (i.e. the RTA will receive applications with a heavy transit focus). The transit service boards, Counties, and Councils of Government/Councils of Mayors will be asked to participate in the review process. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following the approval of the selection (Step 3, below), CMAP will then subgrant funds to the RTA to cover the projects that they will administer.
3. Select new projects. For projects administered by CMAP, approval from both the Board and the MPO Policy Committee will be sought in October, with a recommendation from the Transportation Committee and Local Coordinating Committee prior to approval. Projects administered by the RTA will be subject to approval of the agency budget in December.
4. Initiate new projects. Successful communities will either hold their own consultant selection processes to procure consultant assistance or will work with CMAP/RTA to choose from a list of pre-qualified consultants already screened by CMAP/RTA.
5. Implement selected projects. Each project is expected to result in the adoption of a plan or a regulatory document by at least one unit of local government. Each project is also expected to advance the implementation of GO TO 2040 by translating the principles of the regional plan into local planning practice.
6. Evaluate program success and make adjustments. In future years, modifications to application forms and processes, consultant procurement processes, evaluation methods, and other administrative elements of this program are expected.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Local Technical Assistance

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

This project responds directly to the "Local technical assistance" priority. The focus of the Community Planning Program is to provide assistance to local governments through direct, individualized technical assistance. Because of the central role that local governments have in the implementation of GO TO 2040, this work has been identified by the UWP Committee as a high near-term priority.

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

Yes. This project directly implements GO TO 2040's recommendations for resources to be provided to local governments for planning purposes. The coordination of CMAP and RTA grant programs is an explicit recommendation in GO TO 2040. This project most strongly addresses land use, housing, and transportation goals, and is also relevant to environmental, economic development, and human services goals.

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

This project directly implements the recommendations of the Land Use and Housing section of GO TO 2040 as well as the Regional Mobility recommendations of the plan (in the areas of Transportation Finance, Public Transit, and Freight). Because the activities funded are often comprehensive in nature, this project also implements other recommendations related to Coordinated Investment, Water and Energy Conservation, and Parks and Open Space.

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

Yes. CMAP received funding for previous years of this project in FY 11 and FY 13. The RTA has received UWP funding for its Community Planning Program in past years as well. This is the first year that the funding request has been made jointly.

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

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

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

Illinois Department of Transportation and RTA funds. Additional funding for complementary activities is also provided through the HUD Sustainable Communities Regional Planning grant.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Selection of approximately 12 new projects to receive grant funding	Outside distribution	Oct / Dec
Initiation of local projects	Plan/Program	Ongoing
Completion of local projects	Plan/Program	FY 15
Process evaluation and preparation for FY 15 applications	In-house	March

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$700,000
Other Costs	\$
Total Project Cost	\$700,000
Please specify the purpose of consultant costs and time line for expenditure	
All costs in this project are consultant costs (either contracted with CMAP, RTA, or local governments). All projects are scheduled to be initiated by early 2014 and will be completed by June 2015.	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

CTA

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Program Development
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$300,000
Local Match Amount	\$75,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$375,000

Description and Justification

Brief Description: Facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects indentified 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, amend Capital Program and Plan as needed, amend TIP to incorporate new plan/program.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

<p>Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</p> <p>Yes, allows the CTA to continue processes to meet its core MPO responsibilities. Development of Capital program of projects for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and continue planning of a open standards based fare payment system .</p>
<p>Core Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.</p> <p>Moderization of Public Transportation</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No</p>
<p>Is this project regional in scope? Please explain.</p> <p>Yes. CTA's five-year capital program is regional in scope as CTA's transit service is a vital link to all communities in Northeast Illinois.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>CTA customers and the adjacent service areas.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>CTA Operating Funds</p>
<p>When does your annual fiscal year begin?</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-house	June 2014
TIP Update	In-house	Quarterly

Expense Breakdown	
Staff (including overhead) Cost	\$375,000
Total Person Months	40
Consultant Cost	\$
Other Costs	\$

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Total Project Cost	\$375,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Furthering Asset Management & Project Determination
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$335,000
Local Match Amount	\$83,750
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$418,750

Description and Justification

Brief Description: The goal of implementing a comprehensive asset management plan is to enhance the data, reports and tools available to inform CTA's prioritization of capital investments and preventive maintenance activities, thereby maximizing the benefits from limited available resources and minimizing lifecycle asset costs. Implementation will assure compliance with recent federal mandates (MAP 21), as well as provide a more comprehensive, cross-functional view of CTA's asset portfolio and software systems.

Major Tasks (up to 20)

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

1. Task 1 - Determine Requirements for the Asset management plan (AMP) - A successful asset management plan provides appropriate structure and references to critical policies and procedures needed to perform an organization's mission. This task entails departmental collaboration in working sessions to determine appropriate AMP contents and structure. Execution of this phase would draw a parallel to the release of the national and regional guidance for asset management frameworks to ensure continuity and conformance. Core contents of the AMP would address planning & programming, project scenario evaluation, condition inspection & performance monitoring, energy management, and lifecycle management.
2. Task 2 - Asset Management Plan Development - Under this task the AMP would be developed in accordance with requirements established under task 1 and would draw together existing business processes and articulate a path forward for operating procedures. A key component of this task will be the development of a plan that joins existing procedures and practices with technological solutions. Development of the AMP will enable CTA to streamline approaches, create efficiencies, and articulate the core software systems that currently support asset management. This process will aide in determining the appropriate actions required to continue the consolidation of legacy systems and identify gaps in current practices that can be corrected to increase more efficient planning, operations, and maintenance activities.
3. Task 3 - AMP Rollout & Implementation - A key to the successful execution of this initiative is the implementation of the Asset Management Plan (AMP). This task will establish departmental roles and responsibilities during working sessions to ensure plan requirements are understood. Integration of the AMP will be especially valuable to the planning department in developing longer term strategic plans, forecasting the future state of good repair needs alongside the transit demand models already in use. This information will also provide better data inputs for the regional decision tool model, being developed by Chicago's Regional Transportation Authority (RTA).

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

Improving Decision-Making Models

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

This effort addresses the renewed regional and national emphasis on implementation of core asset management principles within transit authorities and supports the need for sound investments to maximize limited resources.

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

Efficient transportation is the backbone to economic growth and prosperity and supports numerous regional goals. CTA trains and buses provide nearly 1.7 million rides on an average weekday, over eight rail lines and 129 bus routes. With so many riders choosing to use CTA service, a modern, reliable, and convenient public transportation system is essential to the region. This project allows, through enhanced decision making, CTA to better provide the type of service where people want to ride the system and ridership increases because of the experience.

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

Execution of this initiative will directly support the overall goal of optimizing Regional Mobility. CTA serves the City of Chicago and 40 suburbs, providing over eighty percent of the Chicago region's public transportation trips. The system's success depends on CTA's ability to renew, maintain and operate its rail and bus fleet. Development and implementation of a cohesive asset management plan will translate into more strategic asset investments with the intent of establishing long term sustainability.

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

No

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

Upon completion of this project, CTA will have a stronger foundation for making critical investment decisions with the appropriate mixture of renewal versus replacement of assets. Increased efficiency and wiser investments will translate into better service for CTA customers as well as to help both regional and national agencies focused on integrating asset management principles. Shared deliverables, lessons learned, and findings will allow fellow organizations to bypass project pitfalls and leverage information from this initiative.

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

CTA Operating Funds

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Asset Managemet Plan Requirements	In-house	Sept. 2013
Asset Management Plan	Plan/Program	Sept. 2014

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$418,750
Other Costs	\$
Total Project Cost	\$418,750
Please specify the purpose of consultant costs and time line for expenditure	
<p>In order to maximize funding available for this effort CTA intends to utilize consultants who have implemented asset management projects for other agencies. Consultants will work with CTA personnel to guarantee expectations are met and will provide critical knowledge from previous endeavors to ensure successful execution.</p>	
Please specify the purpose of other costs	
Not Applicable	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

	Forest Park Blue Line Reconstruction & Modernization Planning
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$221,000
Local Match Amount	\$55,250
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$276,250

Description and Justification

Brief Description: Preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction. Funding would augment monies received in FY 2013 UWP process. The project is kicking-off in February 2013.

Major Tasks (up to 20)

1. Study would consider funding strategies and preliminary reconstruction planning and engineering for the branch.
2. Facility Needs: needs of tracks, trackbed, power systems, signals, yard and stations will be inventoried and identified; station needs will include ADA accessibility, as well as modern customer amenities
3. Service design: Included in this planning would be alternative station placements and egress locations, improved service designs, for instance passing tracks for faster skip-stop type service, or pocket tracks to improve the efficiency of the entire Blue Line.
4. Conceptual Construction/Engineering: considerations for project phasing, constructability, integration with roadway designs/plans will be identified
5. Financial Planning: various strategies will be explored, including various Federal FTA/FHWA sources, state and local source, as well as TOD and P3 opportunities will be explored.
6. Public Outreach.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Planning Work Toward GO TO 2040 Implementation

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

By planning the transit facility as a complement to the already begun expressway planning for I-290, this project aligns closely with the stated principle of "planning for the inclusion of transit components as part of major highway projects."

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

The Forest Park Branch of CTA's Blue Line provides over 30,000 average rides from the western suburbs of Forest Park to downtown Chicago. Important regional job and educational facilities are served, such as the Illinois Medical District and the University of Illinois at Chicago campus. In addition, by serving the same market as the I-290 expressway, the Blue Line provides a critical alternative for citizens to avoid roadway congestion and resulting air quality problems. Lastly, many current stations are not ADA-accessible and planning is required.

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

The major capital project: I-290 Multimodal Corridor

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

This project will complement already begun work by IDOT for the I-290 Multimodal Corridor; in addition, existing CTA engineering resources are continually identifying facility needs and priorities. Lastly, FHWA STP funds, received from the Village of Oak Park are being used to augment this project further.

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

Current and future customers of the CTA's Blue Line will benefit, as well as the communities all along the corridor. Commuters on the I-290 expressway will also benefit from the maintenance of an important alternative to expressway congestion.

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

CTA operating funds

Products and Completion Schedule

Product	Product Type	Completion Date
Public Outreach Materials	Outside distribution	8.01.2013
Facility Needs Assessment	Outside distribution	4.1.2014
Service Designs	Outside distribution	4.1.2014

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Expense Breakdown	
Staff (including overhead) cost	\$20,000
Total Person Months	3
Consultant Cost	\$256,250
Other Costs	\$0
Total Project Cost	\$276,250
Please specify the purpose of consultant costs and time line for expenditure Consultants will be utilized for the vision study and concept planning.	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

City of Chicago

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Dept of Transportation
FHWA/FTA Amount Requested	\$640,000
Local Match Amount	\$160,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$800,000

Description and Justification
<p>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.</p>
Major Tasks (up to 20)
<ol style="list-style-type: none"> 1. Expansion of CDOT Planning Staff 2. Surface Transportation Program Assistance 3. Surface Transportation Program Development 4. General Liaison 5. Technical Assistance and Studies 6. TIP Development and Monitoring <p>NOTE: Additional detail is provided in the accompanying addendum</p>

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

<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>1. TIP: Develop and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.</p> <p>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.</p> <p>3. UWP: Advance the goals and focus areas of this program through the participation of the City of Chicago.</p> <p>4. Public Involvement Plan: Assure public involvement at the project level.</p>
<p>Core Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.</p> <p>This proposal addresses all of the regional priorities as it allows CDOT to fully participate in the regional planning effort and to plan for future transportation needs in a coordinated and comprehensive fashion.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>This funds the on-going participation of the City of Chicago in the regional planning process</p>
<p>Is this project regional in scope? Please explain.</p> <p>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. The City's transportation system support and provides service to millions of suburban residents and those who are visiting or passing through the City.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Residents of and visitors to northeastern Illinois</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>City Corporate Funding.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	6/30/14
Interaction with public	Outside distribution	6/30/14
Interaction with other agencies	Outside distribution	6/30/14
Capital Improvement Program	Plan/Program	6/30/14
Planning studies	In-house	6/30/14
Fiscally constrained TIP (CDOT portion)	Outside distribution	6/30/14
Data collection / database development	In-house	6/30/14
framework for comprehensive plan	In-house	6/30/14

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Expense Breakdown	
Staff (including overhead) Cost	\$800,000
Total Person Months	96
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$800,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	CDOT Comprehensive Multi-Modal Transportation Plan - Framework Study
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$170,784
Local Match Amount	\$42,696
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$213,480

Description and Justification

Brief Description: CDOT is preparing city-wide plans focused on various strategic initiatives, consistent with its "Chicago Forward Action Agenda." These plans include: Streets for Cycling, Streetscapes, Pedestrians, and BRT. CDOT has also recently initiated a geographic district-based approach for community transportation planning. CDOT now intends to create an overall framework for a Comprehensive Transportation Plan that will integrate these city- and district-based plans, objectives, and processes with regional transportation plans, priorities, and goals.

Major Tasks (up to 20)

1. Review of CDOT's city- and district-based plans, objectives, and processes.
2. Review of Chicago's regional transportation plans, priorities, and goals.
3. Review of best practices in comprehensive transportation plans from other cities and regions.
4. Interaction and outreach with key CDOT and regional transportation planning staff to develop a framework for a CDOT Comprehensive Multi-Modal Transportation Plan.
5. Preparation and review of CDOT Comprehensive Multi-Modal Transportation Plan framework draft report.
6. Preparation and review of CDOT Comprehensive Multi-Modal Transportation Plan framework final report.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Planning Work Toward GO TO 2040 Implementation

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

Development of a Comprehensive Multi-Modal Transportation Plan will allow CDOT to more effectively and strategically invest in transportation infrastructure, consistent with regional transportation planning goals and priorities. Preparation of this framework is the first step towards the ultimate development of such a Comprehensive Plan.

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

Development of a CDOT Comprehensive Multi-Modal Transportation Plan is critical to achieving the City's land use, housing, environmental, economic development, and human service goals. The City's transportation plans and priorities, and the infrastructure improvements that result from them can and should be integral components of a coordinated approach towards each of these related areas, and the framework for the Comprehensive Plan will help to ensure this coordination.

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

This framework will ensure that the CDOT Comprehensive Multi-Modal Transportation Plan will support implementation of three Go To 2040 recommendations: 10. Invest Strategically in Transportation; 11. Increase Commitment to Public Transit; and 12. Create a More Efficient Freight System.

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

Although CDOT has not recently prepared a comprehensive transportation plan, it is preparing city-wide plans including: Streets for Cycling, Streetscapes, Pedestrians, and BRT. The framework for a Comprehensive Transportation Plan will integrate these city- and district-based plans, objectives, and processes with regional transportation plans, priorities, and goals.

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

The primary beneficiaries of the study will be the existing and prospective users of the City's transportation system. This includes people residing in, working/studying in, or visiting the neighborhoods where transportation system improvements are located.

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

City funds

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Technical Paper - Review of CDOT's Plans	In-house	Spring 2014
Technical Paper - Review of Regional Plans	In-house	Spring 2014
Technical Paper - Review of Best Practices	In-house	Summer 2014
Draft Final Report	In-house	Summer 2014
Final Report - Framework for a CDOT Comprehensive Multi-Modal Transportation Plan	Plan/Program	Fall 2014

Expense Breakdown	
Staff (including overhead) cost	\$20,000
Total Person Months	3
Consultant Cost	\$193,480
Other Costs	\$
Total Project Cost	\$213,480
<p>Please specify the purpose of consultant costs and time line for expenditure</p> <p>The consultant will be responsible for conducting the analyses described in the tasks set out above in order to develop the framework for a CDOT Comprehensive Multi-Modal Transportation Plan.</p>	
<p>Please specify the purpose of other costs</p> <p>Staff will be responsible for managing and facilitating the project and providing information as needed.</p>	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Council of Mayors

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,384,270
Local Match Amount	\$554,269
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,938,539

Description and Justification

Brief Description: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and 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 communication assistance.

Major Tasks (up to 20)

1. Communication and Public Involvement
2. General Liaison Services
3. Program Development and Monitoring – Development of STP and monitoring of all funding sources
4. Active Program Management
5. Technical Assistance

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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 Go To 2040, assist with Air Quality Conformity and provide/promote local government involvement in all CMAP activities.

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

Planning work toward implementation of Go To 2040 major capital projects.

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.

Products and Completion Schedule

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Expense Breakdown	
Staff (including overhead) Cost	\$1,938,539
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$1,938,539
Please specify the purpose of consultant costs and time line for expenditure N/A	
Please specify the purpose of other costs N/A	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Scope of Service/Responsibilities

FY 2014 Planning Liaison Scope of Services

Approved by the Council of Mayors Executive Committee on 1/29/13

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 2014 UWP.

Communication & Public Involvement

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

General Liaison

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and Go To 2040, specifically the CREATE program and other major capital projects, the STAR Line Mayors Task Force, the IDOT Eisenhower Expressway (I-290) study, the Southeast Commuter Rail Service, the Cook-DuPage Corridor Study, the Illiana Corridor Study, Tollway Efforts (including the I-90 Corridor and IL 53 North Extension), MAP-21 implementation, etc.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Program Development – Surface Transportation Program

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

Program Monitoring

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as review applications and assist in implementation for locally sponsored STP projects. The PL program will take an active role in the Congestion Mitigation and Air Quality (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 as well as all fund sources under MAP-21.

Technical Assistance

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Basis for Council of Mayors FY 14 UWP Funding Request - Core Supplemental

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

Approved by the Council of Mayors Executive Committee on January 29, 2013

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Metra

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Description and Justification

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

Major Tasks (up to 20)

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and potentially expand commuter rail service in Northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.

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

Regional transportation planning process, development of a TIP, and public involvement.

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

No.

Is this project regional in scope? Please explain.

Yes. Metra is the commuter rail transit agency for Northeastern Illinois, and services the six-county MPO region. The project provides multi-jurisdictional transit planning, addresses regional transportation improvement, monitors a fiscally constrained TIP, addresses safety & security issues, 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 municipalities.

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

Metra funds.

Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Capital Program & Budget	Plan/Program	11/15/13
Final Capital Program & Budget	Outside distribution	12/13/13
TIP Submittal	Outside distribution	12/15/13
Public Involvement Briefing Materials	Outside distribution	11/15/13

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Cost-Benefit Analysis of Proposed Metra Expansion Projects
Sponsoring Agency	Metra
FHWA/FTA Amount Requested	\$365,000
Local Match Amount	\$91,250
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$456,250

Description and Justification

Brief Description: Perform Cost Benefit Analysis on proposed Metra projects to assist in prioritization of projects identified as potential long-term expansion projects in Metra's Strategic Plan.

Major Tasks (up to 20)

1. Ensure that proposed long term Metra projects are well defined and consistently defined.
2. Determine the Benefits of the proposed potential long term system expansion projects with model runs using the Chicago New Starts Model.
3. Determine the Capital Costs of the proposed potential long term system expansion projects using consistent engineering estimates.
4. Determine the Operating Costs of the proposed potential long term system expansion projects using existing Metra operating cost (cost allocation) model.
5. Compare the resulting costs and benefits the proposed potential long term system expansion projects.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Improving Decision-Making Models

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

Modernization of the Public Transit System; Financial Planning; Improving Decision -Making Models

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

This project will inform regional land use and housing goals by assisting in prioritizing proposed long term commuter rail expansion projects for the region which will help to drive land use and economic development in those areas.

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

Invest Strategically in Transportation; Increase Commitment to Public Transit

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

Yes. It will build on past alterantives analysis and feasibility studies and is specifically called for as an outcome of Metra's Strategic Plan.

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

Primary: Metra and its current and potential future customers will benefit through the increased ability to accurately allocate scarce transportation resources.

Secondary: All taxpayers of the RTA service area will benefit from the optimal distribution of scarce transportation resources.

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

Metra operating

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Develop schedules for modeling potential long-term projects	In-house	Aug 2014
Model ridership for potential long-term projects	In-house	Sept 2014
Develop Capital Cost Estimates for potential long-term projects	In-house	June 2014
Develop Operating Cost Estimates for potential long-term projects	In-house	Sept 2014
Develop final Cost Benefit Analysis	Plan/Program	Dec 2014

Expense Breakdown	
Staff (including overhead) cost	\$41,000
Total Person Months	3
Consultant Cost	\$415,250
Other Costs	\$
Total Project Cost	\$456,250
Please specify the purpose of consultant costs and time line for expenditure Consultant will do all work, except for oversight and developing schedules Expenditure period: September 2013-December 2014	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Pace

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Rideshare Services Program
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$60,000
Local Match Amount	\$15,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$75,000.00

Description and Justification

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

Major Tasks (up to 20)

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

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

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

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

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

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

Yes. On 1/1/2008 Pace launched www.pacerideshare.com with carpool and vanpool matching capabilities. Since then, Pace has continuously marketed this free service to the public to increase the number of participants. In 2012, Pace completed a purchase order for an upgraded ridematching software which will be implemented in 2013 and will require increased marketing and staff time.

Is this project regional in scope? Please explain.

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

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

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

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

Pace Suburban Bus

Products and Completion Schedule		
Product	Product Type	Completion Date
Promotional Items	Outside distribution	6/31/14
Collateral materials	Outside distribution	6/31/14
Advertising content	Outside distribution	6/31/14

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Expense Breakdown	
Staff (including overhead) Cost	\$50,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$25,000
Total Project Cost	\$75,000.00
Please specify the purpose of consultant costs and time line for expenditure N/A	
Please specify the purpose of other costs Incentives, collateral materials, outreach events, advertising content, email and social media marketing.	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	TIP Development and Modeling
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$40,000
Local Match Amount	\$10,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$50,000.00

Description and Justification

Brief Description: To develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five year regional TIP.

Major Tasks (up to 20)

1. Develop Pace's capital program for inclusion in the five year TIP.
2. Update TIP to include all new project information for 2014-2018.
3. Provide analysis of Capital projects identifying impact on air quality for CMAQ conformity.
4. Monitor progress of the TIP Conformity Analysis.
- 5.

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, Pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including: Transportation planning, public involvement, and Transportation Improvement Plan.

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

Modernization of the Public Transit System.

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

No, Last TIP application was in 2010.

Is this project regional in scope? Please explain.

Yes, Pace serves the Northeastern Illinois service area.

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

Not only Pace customers, but users of all types of transit service through better regional connectivity.

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

Pace funds.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Pace TIP element	In-house	On-going
Pace fiscal year 2014-2018 Capital Program	In-house	Dec 2013
Monitor TIP Program/Projects	In-house	On-going

Expense Breakdown	
Staff (including overhead) Cost	\$150000
Total Person Months	30
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$50000.00
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Elgin/O'Hare Western Bypass Corridor Service Plan
Sponsoring Agency	Pace, DuPage County
FHWA/FTA Amount Requested	\$245,000
Local Match Amount	\$61,250
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$306,250

Description and Justification

Brief Description: To create an incremental transit plan to grow the transit market in relation to economic development and land use development. The market analysis will include detailed information on socioeconomic status, travel patterns, attitudes towards everyday travel, preferences of different type of of travel service, walking shed and land use coordination analysis.

Major Tasks (up to 20)

1. Introduction of the Elgin/O'Hare corridor building on previous initiatives focusing on transit development.
2. Conduct a Market Analysis indicating what markets Pace would have the greatest success of serving in the corridor
3. Conduct an origin/destination analysis which specifies where potential riders live and work in the corridor.
4. Identify key infrastructure needs to support transit service in the corridor.
5. Prepare a corridor improvement plan that improves the urban design and physical design characteristics of sidewalks, intersections and accessibility networks penetrating urban blocks and neighborhoods, specifically for pedestrians.
6. Identify supporting strategies and policies that can be adopted at the local level to develop effective transit services and markets.
7. Engage local governments, major employers, and other area stakeholders to assist in identifying and accessing prospective Pace users in the corridor and assisting in data collection efforts through various media such as websites, newsletters, and public forums.
8. Incremental service design based on market analysis including short, midterm and long range design and development of a construction mitigation plan.
9. Service options for the O'hare western terminal.
10. Develop operating and capital cost estimates.
11. Develop an Implementation Plan

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Modernization of the Public Transit System

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

In addition to modernization of the public transit system this project will help improve mobility for seniors, improve transit's role in economic and community development, create Highway/Transit design, and improve the integration of transportation and land use.

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

Subregional land use and economic development. This project will allow for improved efficiency of the transit system and coordination between land use and transit supportive development.

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

Expansion of the transit system to include corridor development to match changing patterns of where people live and where they travel to work.

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

Project continues work established through the following initiatives concentrated on finalizing transit services within the corridor: Pace I-355 corridor transit development study, Regional Cook-DuPage corridor studies, IDOT Elgin/O'Hare West Bypass Project, DuPage County Economic Development West O'Hare corridor Economic Development Study, DuPage County Transit Plan Update, DuPage County Economic Development Plan and Illinois Tollway Elgin/O'Hare Western Access Project.

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

Public transit customers through service implementation and non-customers through improved walking, biking and pedestrian amenities. Pace, DuPage County, DMMC, RTA, ISTHA, IDOT, Municipalities.

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

Pace funds.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Market Analysis/Coordination with previous work	Outside distribution	1/14
O/D Analysis	Outside distribution	2/14
Corridor Improvement Plan	Outside distribution	4/14
Outreach	Outside distribution	6/14
Service Design	In-house	9/14
Capital costs	Outside distribution	10/14
Operating costs	In-house	10/14
Transit Plan	In-house	12/14
Implementation Plan	Plan/Program	12/14

Expense Breakdown	
Staff (including overhead) cost	\$26,250
Total Person Months	12
Consultant Cost	\$280,000
Other Costs	\$
Total Project Cost	\$306,250
Please specify the purpose of consultant costs and time line for expenditure	
The purpose is to conduct the study and pull together the components of the study. The Agency does not have the resources to conduct the study in-house. Timeline 12 months.	
Please specify the purpose of other costs	

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

County of Will

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

	County Long Range Transportation Planning Program
Sponsoring Agency	Counties: Cook, DuPage, Lake, Kane, Kendall, McHenry, Will
FHWA/FTA Amount Requested	\$240,000
Local Match Amount	\$385,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$625,000

Description and Justification

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

FY14 - Will County 2040 Transportation Plan

Major Tasks (up to 20)

1. Prepare existing conditions and systems inventory.
2. Identify and evaluate potential planning strategies.
3. Forecast socioeconomic data to establish future travel demand.
4. Identify and evaluate transportation deficiencies and transportation improvements
5. Compile recommendations for strategies and major capital projects into a Draft Plan
6. Conduct financial analysis by comparing revenues to plan costs.
7. Prepare an implementation plan.
8. Ensure regional coordination/input by involving CMAP, transit agencies, etc.
9. Ensure local coordination/input by involving local leaders, stakeholders, and the public.
10. Finalize the transportation plan document.
11. Adoption of the Long-Range Transportation Plan by the County Board
12. Distribution of the final document.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

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

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

1) Financial Planning including Innovative Financing Strategies: Continued planning/policy work on important issues of fiscal policy to improve the transportation system.

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

3) Local Technical Assistance and the Formation of Collaborative Planning Efforts: Information sharing and formal planning efforts that focus on transportation and related issues of livability.

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

Yes, this project will be an update of the Will County 2030 Transportation Plan approved by the Will County Board in April 2009.

Is this project regional in scope? Please explain.

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

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

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

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

County funds, such as local levied or MFT funds

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Project initiation	In-house	08/2013
Existing conditions & deficiency analysis	Outside distribution	11/2013
Socioeconomic & travel demand data/forecasts	Outside distribution	03/2014
Alternative improvement scenario development	Outside distribution	06/2014
Preferred transportation alternative development	Outside distribution	10/2014
Draft Plan development - compile strategies & prioritize lists of capital improvement	Plan/Program	12/2014
Financial analysis & implementation plan development	In-house	03/2015
Public Meetings, outreach, & regional coordination	Outside distribution	Ongoing
Final Plan completion & distribution	Plan/Program	08/2015

Expense Breakdown	
Staff (including overhead) Cost	\$0
Total Person Months	48
Consultant Cost	\$610,000
Other Costs	\$15,000
Total Project Cost	\$625,000

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

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

Timeframe for project completion is approximately 24 months.

Please specify the purpose of other costs

Materials for public meetings and printing/reproduction of the draft and final documents.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

County of Lake

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Project Title	Route 53/120 Corridor Land Use and Transportation Plan
Sponsoring Agency	Lake County Divisions of Transportation
FHWA/FTA Amount Requested	\$315,000
Local Match Amount	\$685,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,000,000

Description and Justification

Brief Description: Project proposal calls to work toward the implementation of the GO TO 2040 Major Capital Project, "Central Lake County Corridor: IL 53 North and IL 120 Limited Access", by developing the Corridor Land Use and Transportation Plan to integrate the Illinois Tollway's road project with land use, transportation, economic development and open space through active and collaborative local government participation.

The Major Tasks listed below are describe further in the attached document.

Major Tasks (up to 20)

1. Creation of a MOU between all involved entities - municipalities, Lake County, the Illinois Tollway, and other Key Stakeholders
2. Consultant Selection
3. Develop a collaborative Plan scope and structure; Formation of Working Groups
4. Local Government Outreach and Education
5. Existing Conditions Study
6. Market Analysis
7. Draft & Final Corridor Plan (align plan outcomes to be consistent with GO TO 2040 principles and the principles laid out by the Blue Ribbon Advisory Committee and Tollway's 53/120 Corridor "Detailed Engineering Concept")
8. Plan Implementation Strategy

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

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

Planning Work Toward GO TO 2040 Implementation

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

Project proposal includes work toward the implementation of the GO TO 2040 Major Capital Project, "Central Lake County Corridor: IL 53 North and IL 120 Limited Access", by developing the Route 53/120 Corridor Land Use and Transportation Plan to integrate land use, transportation, economic development and open space through active and collaborative local government participation. Also, this project's elements support the CMAP "Local Technical Assistance and the Formation of Collaborative Planning Efforts."

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

The potential Illinois Tollway Central Lake Corridor Rte 53/120 multi-billion dollar road infrastructure improvements intend to ameliorate mobility and the improved access is anticipated to stimulate economic and residential development across the local communities along the corridor. A corridor transportation and land use plan, based on the integration and preservation of open space and natural areas, multi-modal connections, and market feasible development, will guide local communities to prepare for and support the future growth.

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

The project proposal will contribute by helping implement the recommendations of GO TO 2040. The "Central Lake County Corridor: IL 53 North and IL 120 Limited Access" is one of the GO TO 2040 identified Major Capital Projects. The implementation of this project is intended to improve mobility and accessibility in the Central Lake County Corridor and relieve congestion.

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

No.

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

This project was recommended in the CMAP's GO TO 2040 Major Capital Project for northeastern Illinois. The Illinois Tollway Central Lake Corridor IL Rte 53/120 multi-billion dollar road infrastructure improvement intends to improve mobility and accessibility in Lake County and relieve congestion. An integrated Land Use and Transportation Plan will be one of the steps toward the implementation of this project.

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

The source of the local match funds will be a combination of funds from the Illinois Tollway, and staff time from Lake County and the participating local agencies.

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Creation of a MOU between all involved entities - municipalities, Lake County, the Tollway, and other Key Stakeholders	In-house	6mos(2013)
Consultant Selection	In-house	6mos(2013)
Develop a collaborative Plan scope and structure; Formation of Working Groups	Plan/Program	6mos(2014)
Local Government Outreach and Education	Plan/Program	6mos(2014)
Existing Conditions	Plan/Program	2014
Market Analysis	Plan/Program	2014
Draft & Final Corridor Plan (align plan outcomes to be consistent with GO TO 2040 principles and the principles laid out by the Blue Ribbon Advisory Committee and Tollway's "Detailed Engineering Concept")	Plan/Program	2014-15
Plan Implementation Strategy	In-house	2015

Expense Breakdown	
Staff (including overhead) cost	\$75,000
Total Person Months	18-24
Consultant Cost	\$925,000
Other Costs	\$
Total Project Cost	\$1,000,000

FY 14 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2013 – June 30, 2014)

<p>Please specify the purpose of consultant costs and time line for expenditure</p> <p>All consultant costs associated with this project will be to complete teasks 3-8 outline in this application. All projects are scheduled to be initiated by late 2013 and will be completed by June 2015.</p>
<p>Please specify the purpose of other costs</p>

APPENDIX A

SOURCES OF LOCAL MATCH

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

CMAP

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

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

Counties:

The match is provided by corporate funds.

Councils of Mayors:

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

APPENDIX B

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

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

Equal Employment Opportunity

The RTA submitted its 2010-2013 Affirmative Action Plan to the FTA in August 2010.

The Metra equal employment opportunity program covers the period from October 2010 through April 2013.

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

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

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

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that FTA no longer need to submit 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. On May 14, 2012 Metra submitted a revised DBE program for approval to FTA. Metra is a participant in the Illinois Unified Certification Program (ILUCP).

The amended RTA DBE program was submitted to the FTA on February 2013.

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

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

The CTA submitted its FY 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 2012 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 4702.1B (Recipients Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), dated October 1, 2012. 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 \$12,398,644 are being requested for FY 2014. FTA funds totaling \$4,438,610 are being requested for FY 2014.
- c. The CMAP Board and MPO Policy Committee adopted the updated CMAP Title VI Program on June 8 and June 9, 2011, respectively. The program update was accepted by the FTA at the Tier II Consultation meeting on September 8, 2011.
- d. Triennial reviews conducted by FTA in 2010 for the City of Chicago and Metra, 2011 for the RTA, and in 2010 for the CTA and Pace have found these agencies to be in compliance with civil rights laws.
- e. The certification review conducted by FTA in 2009 and completed in 2010 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, and every three years thereafter under the requirements of Circular 4702.1B, dated October 1, 2012.
- 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 GO TO 2040 plan, adopted in October 2010, serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. First, an early step in plan development was the creation of the Regional Vision, which lays out the region's goals for 2040. This document includes vision statements in a number of areas, including equity. The language in the Regional Vision related to equity is as follows:

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

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

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

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.

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law July 6, 2012. Funding surface transportation programs for fiscal years 2013 and 2014, MAP-21 is the first long-term surface transportation authorization enacted since 2005's SAFETEA-LU. MAP-21 eliminated Section 5316 (Job Access and Reverse Commute or JARC) and Section 5317 (New Freedom or NF) as stand-alone programs. The existing Section 5310 formula grant program for the Enhanced Mobility of Seniors and Individuals with Disabilities was expanded to include activities previously funded under Section 5317 (NF). The Illinois Department of Transportation (IDOT) and the Regional Transportation Authority (RTA) have worked together to ensure that MAP-21's Section 5310 program implementation will be seamless to grant recipients in northeastern Illinois. IDOT will program a portion of the allocation for the purchase of lift and ramp-equipped paratransit vehicles. The region's Coordinated Public Transit Human Services Transportation Plan (HSTP) is currently being updated. The HSTP will guide the selection of projects for the remaining allocation of Section 5310 funds, which will be programmed by RTA. Section 5316 (JARC) program activities may now be funded under Section 5307 urbanized area formula grants. The RTA retains oversight for ongoing SAFETEA-LU funded NF and JARC projects. The status of previously approved JARC/NF projects is available at the [RTAMS](#) site.

Information from each decennial census is available to transit operating agencies in electronic form. The operating agencies will use this data to prepare the maps required by Circular 4702.1B.

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. This Public Participation Plan was updated in January 2013 to include more detailed language about CMAP's public participation goals.

The plan outlines strategies CMAP uses to involve citizens in the decision-making process. It incorporates requirements for public involvement under SAFETEA-LU, now MAP-21, regulations, but also goes further to identify other ways in which CMAP involves the general public.

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 that CMAP has implemented to reach a broad audience. Outreach has been particularly important during the development GO TO 2040, and as a key part of the Local Technical Assistance (LTA) program that is implementing the plan by providing planning assistance at the local level.

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. 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. CMAP regularly uses keypad polling devices to gather demographic information from public meeting participants to better understand who we are reaching, and to develop plans to engage those who we may have missed. 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: 20 white, 1 minority, 5 women
- b) Chicago Metropolitan Agency for Planning: 13 white, 2 minority, 4 women
- c) Regional Transportation Authority Board: 10 white, 5 minority, 1 woman
- d) Commuter Rail Board: 9 white, 2 minority, 1 women
- e) Suburban Bus Board: 10 white, 1 minority, 2 women
- f) Chicago Transit Authority Board: 3 white, 4 minority, 1 woman
- g) Councils of Mayors Executive Committee: 18 white, 2 minority, 2 women

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	934	77.8
CDOT	99	8.3
Metra	51	4.3
CTA	51	4.3
Pace	36	3
Council of Mayors	192	16
Lake County	18	1.5
Will County	48	4

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 (\$1,384,270) due to the flexible funding mechanisms of MAP-21, although they are both highway and transit oriented.

CMAP

Due to limits on FTA funds, CMAP projects were given 91 percent PL funding (\$10,829,200) due to the flexible funding mechanisms of MAP-21, although they are both highway and transit orientated, and were given 9 percent FTA funding (\$1,372,000). The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project.

City of Chicago

City of Chicago received FTA funds (\$656,610) and PL funds (\$185,174).

Service Boards

CTA, Metra, and Pace received FTA funds only (CTA - \$856,000; Metra - \$685,000; Pace - \$345,000; RTA - \$302,400).

County Projects

The Will County Transportation Plan was given 100 percent FTA funding (\$240,000) and the Lake County Route 53/120 Corridor Land Use and Transportation Plan was given FTA funding (\$315,000) due to the flexible funding mechanisms of Map-21, although the projects are 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
CMAQ	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	<ul style="list-style-type: none"> West Loop Parking Study South Lakefront Corridor Transit Study Wells-Wentworth Connector Project River North-Streeterville Transit Alternatives Study CDOT Placemaking Guidelines Rock Island Trail
CMAP	<ul style="list-style-type: none"> Local Technical Assistance (LTA) Program
CTA	<ul style="list-style-type: none"> North Red Line Modernization Planning Red Line Extension Planning Western & Ashland Corridor BRT Alternatives Analysis & NEPA Chicago Lakefront Corridor BRT Alternatives Analysis Blue Line Forest Park Branch Feasibility/Vision Study New Starts Alternatives Analysis
IDOT	<ul style="list-style-type: none"> General Liaison and Technical Assistance Training City of Chicago Bike Share Station Location Study City of Chicago Sustainable Urban Infrastructure Guide SSMMA IL-394/IL-1 Corridor Study MAP-21 Safety & Security Oversight Agency Program SSMMA Southeast Commuter Rail Service Will County Land Use Planning Study Climate Change Adaption Plan ITS Architecture Illinois Freight Planning & Advisory Committee Intermodal and Inland Waterway Port Connectivity Study Sustainability Scorecard Freight Study for South & Central Cook County Human Capital Implementation Plan O'Hare Western Access & Freight Grant Application Assistance
Pace	<ul style="list-style-type: none"> Milwaukee and Dempster Arterial Rapid Transit Harlem Avenue West Cook/NW Cook Market Analysis 95th Street Corridor Study Community Transit Planning Program Regional Transit Signal Priority Project Community Transit Planning Program
RTA	<ul style="list-style-type: none"> Community Planning Program RTA Transit Asset Management Pilot Program

Regional Customer Satisfaction Survey
Equitable Allocation of Regional Funding
Chicagoland Visitors Travel Survey

West Central Municipal Conference Cook DuPage Corridor Study

**South Suburban Mayors and
Managers Association** IL 394 and IL Route 1 Corridor Study
Southeast Commuter Rail Study

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

Agency: Chicago Department of Transportation

Name of Project: West Loop Parking Study

Description of Planning Work: The goal of the study is to develop a series of parking management strategies that better accommodate the on-street parking needs of parking users within the West Loop Area. These strategies will be developed through a review of existing physical and regulatory conditions, an analysis of current utilization of the on-street parking supply, and extensive community outreach and involvement.

Resulting Product: Report

Performing the work: HNTB

Time frame for completing the work: Dec. 2013

The Cost of the Work: \$240,000

Source(s) of funds: TIF

Name of Project: South Lakefront Corridor Transit Study

Description of Planning Work: The purpose of this study is to identify a set of alternatives to improve public transportation in the study area. The overall goal of the study is to evaluate the costs and benefits of several reasonable transit alternatives in order to recommend one or two candidate projects that merit more rigorous evaluation.

Resulting Product: Report

Performing the work: Cambridge Systematics

Time frame for completing the work: December, 2012

The Cost of the Work: \$518,481

Source(s) of funds: RTA Grant

Name of Project: Wells-Wentworth Connector Project

Description of Planning Work: The study builds on previous TIF-funded planning work by CDOT in response to a large-scale mixed use development proposal in Chicago's Near South. CDOT's consultant will perform feasibility studies and urban design analysis, conduct public outreach and prepare preliminary designs for the realignment of Wells-Wentworth between 18th St. and Cermak Rd.

Resulting Product: Phase I report including development of preferred alignment plans.

Performing the work: Under CDOT's direction work will be performed by Knight Engineers and Architects and Site Design Group. Other City and public agencies will review the work.

Time frame for completing the work: Phase I design complete March 2014, Phase II complete October 2015.

The Cost of the Work: \$1.8 M (includes Phase II design)

Source(s) of funds: TIF

Name of Project: River North-Streeterville Transit Alternatives Study

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

Resulting Product: 1) Pre-screen report; 2) screen 1 report; screen 2 report and 4) final report resulting in selection of a locally Preferred Alternative.

Performing the work: Work will be supervised by CDOT with the assistance of a BRT Steering Committee, Technical Advisory Committee and Public Advisory Council.

Time frame for completing the work: A Locally Preferred Alternative will be reached within 16 months of notice to proceed (estimated September 2013).

The Cost of the Work: \$1.6 M

Source(s) of funds: CMAQ funds through FTA

Name of Project: CDOT Placemaking Guidelines

Description of Planning Work: Placemaking, modal hierarchy choice, and ecological services all work together to create streets for people. Through its Complete Streets and Sustainable Infrastructure Guidelines, the City of Chicago has demonstrated how to make groundbreaking changes to roadway form and function. CDOT is now creating Placemaking Guidelines to pull together existing standards and ensure the public right of way becomes a successful public space and reinforces economic development.

Resulting Product: Report/Policy Document

Performing the work: Parsons Brinckerhoff

Time frame for completing the work: Complete by Q4 2014.

The Cost of the Work: \$62,500

Source(s) of funds: SPR Grant

Name of Project: Rock Island Trail

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

Resulting Product: Report

Performing the work: Muller & Muller

Time frame for completing the work: December, 2013

The Cost of the Work: \$58,212.91

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

Agency: Chicago Metropolitan Agency for Planning

Name of Project: Local Technical Assistance (LTA) Program

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

The LTA program is a series of individual projects across the region. By the end of FY 13, 40 LTA projects had been completed and adopted, with 50 more actively underway. The most common types of projects are comprehensive plans, neighborhood or subarea plans, corridor plans, studies of housing supply and demand, and zoning revisions, among others. More information on the LTA program is available at www.cmap.illinois.gov/ltat.

Requests for LTA projects are evaluated on a competitive basis. Local governments and community-based organizations submit applications during an annual call for projects. The program is currently in its third year; during the first two years, more than 300 applications were received by CMAP, with slightly over 100 projects being selected for inclusion in the LTA program. Applications are prioritized based on consistency with GO TO 2040, feasibility, input from partners, and community need, among other factors.

Higher priority projects by geography

Chicago	Suburban Cook County	Collar Counties
Bronzeville Alliance	Alsip	Addison
Bronzeville Community Development Partnership	Berwyn	Algonquin
Centers for New Horizons	** Blue Island	Antioch
Chicago Dept of Cultural Affairs	Des Plaines	Bensenville
Chicago Dept of Environment	Elmwood Park	Campton Hills
** Chicago Dept of Housing and Economic Development	Evanston	Carpentersville
Chicago Housing Authority	Hazel Crest	DuPage County
Developing Communities Project	Justice	Elburn
Openlands	Lansing	Elgin
	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: Chicago Transit Authority

Name of Project: North Red & Purple Line Modernization Planning

Description of Planning Work: The CTA is proposing to make improvements to the North Red and Purple lines; 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 consider cumulative effects within the entire project corridor, prioritize project components, and plan for efficient construction phasing. The EIS will include an evaluation of a No Action Alternative and multiple Build Alternatives. 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: 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 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.

EIS to be completed 2014.

Budget and Sources of Funds:

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

Name of Project: Red Line Extension Planning

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

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

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

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

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

Time frames for completing the work:
 Alternatives Analysis Completed in 2009
 DEIS to be completed 12/1/2013

Budget and Sources of Funds:

Alternatives Analysis [Completed, 2009]			
Federal		Local/State	Total
5307/TDC	\$2,345,034	\$0	\$2,345,034
5339 Alternatives Analysis/TRC	\$588,000	\$0	\$588,000
Total	\$2,933,034	\$0	\$2,933,034
EIS			
Federal		Local/State	Total
5339 Alternatives Analysis/TRC	\$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 & Ashland Corridor BRT Alternatives Analysis & NEPA

Description of Planning Work: The Western & Ashland Corridor BRT Alternatives Analysis (AA) helped determine the feasibility and appropriate level of investment for provision of high capacity transit connections in the Western Corridor between approximately Howard Street on the north, Western Avenue

on the West, Ashland Ave on the East and 95th Street on the south (21 miles). AA study identified and studied various technology and corridor alternatives in the study area.

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

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

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

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

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

Budget and Source of Funds:

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

Name of Project: Chicago Lakefront Corridor BRT Alternatives Analysis

Description of Planning Work: The Chicago Lakefront Corridor BRT Alternatives Analysis (AA) The goal of the Alternatives Analysis (AA) is to determine the feasibility and appropriate level of investment for provision of high capacity transit connections in the 24-Mile linear corridor measured from Howard Street to 103rd Street. AA study will identify and study various technology and corridor alternatives in the study area.

The Chicago Lakefront 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 proposal with sufficient detail to define the Locally Preferred Alternative(s). 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/TDC	\$2,000,000	\$0	\$2,000,000

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

Description of Planning Work: The CTA is initiating this study to plan for modernization of the Blue Line Forest Park Branch. This study will guide the preparation, evaluation and documentation of preferred options for transit service in the near-term (10-year to 2023) and long-term (27-year to 2040) time horizons, and use these preferences to assist IDOT in the coordination of transit improvements associated with their multi-modal alternatives developed in the two ongoing IDOT studies on I-290, including the I-290 Environmental Impact Statement (EIS) and the Circle Interchange Rehabilitation Project.

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

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

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

Time frames for completing the work: Study to be completed January 2014.

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

Early Planning for Major Capital Project			
Federal		Local/State	Total
HSTP funds	\$400,000	\$100,000	\$500,000
Total	\$981,000	\$100,000	\$1,081,000

Name of Project: New Starts Alternatives Analysis

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

Circle Line Alternatives Analysis

Orange Line Extension Alternatives Analysis

Yellow Line Extension Alternatives Analysis

Agency: Illinois Department of Transportation

Name of Project: General Liaison and Technical Assistance (21A-14-2)

Description of Planning Work: This activity consists of liaison with the MPO's, and the agencies participating in the continuous, coordinated and comprehensive (3C) planning process. Work includes review of planning products, preparing and processing the necessary documents to assure federal transportation funding for the urbanized areas.

In conjunction with the General Liaison and Technical Assistance, the Department will continue activities such as contract administration, technical support and district participation in the 3C process.

Work Products:

Work Products: Continued certification of the state's sixteen urbanized areas for federal transportation funding.

In the urbanized areas, there is a Unified Work Program for state and local planning officials. The work programs for areas over 200,000 in population are in effect supplements to the subject program. Work programs for areas under 200,000 in population, while providing more detail regarding proposed activities, are no longer considered as supplements.

Planning products will be received from the local planning processes essential to the development of a coordinated and balanced statewide transportation system.

The annual report on PL metropolitan planning and State Planning & Research (SPR) expenditures will be completed.

Quarterly Financial Status Reports on FTA Section 5303 & 5304 planning expenditures are prepared in TEAM – Transportation Electronic Award Management.

Name of Project: Training (222-14-1)

Description of Planning Work: Provide technical training and all fees associated with attending or hosting conferences, workshops and meetings for central office staff, district offices, transit agencies, MPO personnel and other planning associations.

Name of Project: Metropolitan Transportation Support Initiative (METSU) (283-14-1)

Description of Planning Work: The University of Illinois at Chicago through their Urban Transportation Center received a multi-year agreement in FY 11 that provides technical assistance to metropolitan areas throughout Illinois on transportation efficiency, safety, traffic congestion, air quality, economic development and smart growth issues facing urban areas. At this point, the agreement is fully funded and will not need additional funding until FY 2015.

Name of Project: City of Chicago Bike Share Station Location Study (423-14-1)

Description of Planning Work: The agreement with the City of Chicago to complete the bike share location

study was executed on 3/13/13. The study includes identifying general locations and specific spots for the stations, development of CAD drawings for the installation plans for all 300 stations and the community outreach will also be scheduled. The agreement is effective until 6/30/15.

Name of Project: City of Chicago Sustainable Urban Infrastructure Guidelines (424-14-1)

Description of Planning of Work: The City of Chicago's agreement with IDOT to hire a design consultant to update and expand the streetscape guidelines was drafted and approved for signature on 3/21/13 and sent to the city to be signed. The agreement will be executed during the 4th quarter of FY 13.

Name of Project: South Suburban Mayors & Managers Assoc. IL-394/IL-1 Corridor Study (425-14-1)

Description of Planning of Work: The agreement with the South Suburban Mayors and Managers Association (SSMMA) was drafted and sent to the Chief Counsel's for review and approval for signature on 3/18/13. The agreement will be executed during the 4th quarter of FY 13.

Name of Project: MAP-21 Guidelines for Safety and Security Oversight Agency (SSOA) Program (426-13-1)

Description of Planning of Work: The Department's Division of Public and Intermodal Transportation have requested SPR funds to contract with the University of Illinois to conduct a review of Illinois' current SSO (Regional Transit Authority and St. Clair County Transit District) to determine if either or both SSO rail fixed guideway arrangement are in compliance with MAP-21 legislation. The university will conduct a "best practices" policy and practices assessment of national SSOs and identify any models that are appropriate for IDOT. In addition, data will be collected from IPTA addressing policies and practices from bus transit and bus facility safety and security operations, and identify best practices that exist in Illinois and other states with urban and rural bus transit programs.

Name of Project: South Suburban Mayors & Manager's Assoc. SE Commuter Rail Service (427-13-1)

Description of Planning of Work: The South Suburban Mayors & Manager's Association will hire a consultant to conduct a freight/transit simulation model for the region to assess the feasibility of implementing new passenger rail service between Chicago and Balmoral Park while maintaining existing freight operations. The study will develop the technical data needed to respond to the freight railroad and local government needs. The consultant shall develop new, digitized aerial corridor mapping in coordination with the South Suburban GIS Consortium. In addition, the consultant will assess the need for separate tracks, develop cost sharing assumptions for Positive Train Control, evaluate service requirements for future access and address capacity constraints consistent with Union Pacific's (UPs) cost-neutral requirements.

Name of Project: Will County Land Use Planning Study (434-14-1)

Description of Planning of Work: In conjunction with the planning for the Illiana Expressway, some towns will need to plan for adjustments considering that the preferred route has been chosen. Will County has requested SPR funds in the amount of \$400,000 to hire a consultant to study the land use in a stretch that includes the Villages of Beecher, Peotone, Manhattan, Symerton and the City of Wilmington. The State of Illinois will provide a 10% match and Will County will provide the other 10% match for the federal SPR funds.

Name of Project: Climate Change Adaptation Plan (435-14-1)

Description of Planning of Work: It has been recognized that climate variability and change pose potential threats to the nation's transportation system including that in Illinois. The impacts include infrastructure damage due to flooding, extreme heat, and drought among others which will not only impact the infrastructure but also the economy in the state. A consultant will assess the vulnerability of the Illinois' transportation system and infrastructure and develop a plan for addressing those vulnerabilities in order to maintain a safe and efficient transportation system for Illinois into the future.

Name of Project: ITS Architecture (HP-436-14)

Description of Planning of Work: The Department developed Illinois Statewide Intelligent Transportation Systems (ITS) Architecture and ITS Strategic Plan in 2006. This project will be a part of the update of the Department's ITS Architecture and Strategic Plan.

Name of Project: Illinois Freight Planning and Advisory Committee (HP-437-14)

Description of Planning of Work: Freight movement is one of Illinois' key industries and Illinois freight tonnage is the third largest in the United States. Private enterprise is dependent on a successful integrated system of freight transportation and Illinois' transportation network and freight services provide a full range of options. Identifying gaps and shortcomings in Illinois' freight network is essential for IDOT to include in its strategic planning process. Efficient freight movement is identified as a key policy in the Department's Long Range Transportation Plan. In compliance with that plan and as encouraged by MAP-21, the Department will be developing a statewide freight advisory council which will be holding numerous meetings and training sessions both of the statewide committee and regional committees. The Department will also be exploring freight transportation demand strategies (TDM) and smart initiatives to address freight issues. In addition, the Department will be working with a variety of groups such as the Mid-America Freight Coalition and the Mid-America Association of State Transportation Officials to comply with the requirements of MAP-21 and the need for freight mobility in Illinois.

Name of Project: Intermodal and Inland Waterway Port Connectivity Study (438-14-1)

Description of Planning of Work: The cornerstone of multi-modal transportation planning is the connections between modes. Freight movement is a key industry in Illinois and is a significant user of the State's transportation system. Waterborne and airborne transportation play important roles in that movement. However, although goods may be primarily transported by water or air, they must ultimately be delivered by truck or train or other land based means to their final destination. If the connections to these other modes are not sufficient, the whole system breaks down. It is the connection and alignments between the modes for the state's entire transportation system which will be the focus of this study.

Name of Project: Sustainability Scorecard Plan (439-14-1)

Description of Planning of Work: The Department's Long Range Transportation Plan includes a policy to develop a sustainable transportation system. In order to implement this policy, the Department will develop

a sustainability score card template to be used to measure plans, programs, and projects from a multi-modal perspective that considers each phase of the Department's primary work responsibilities. This project will develop a web based scorecard application and develop and implement a training program for that application.

Name of Project: Freight Study for South and Central Cook County (440-14-1)

Description of Planning of Work: This study will identify current and future flows of freight through South and Central Cook County including bottlenecks in that flow and improvements needed to accommodate future flows and growth in the industry. This study will include the involvement of key rail and trucking industry decision-makers in the analysis and conclusions. This effort will also require acquiring new data on transfers from intermodal facilities as well as integrating the work being done by other agencies. This study is intended to identify needed improvements to the transportation infrastructure which are consistent with the Department's freight mobility study and the Long Range Transportation Plan.

Name of Project: Human Capital Implementation Plan (441-14-1)

Description of Planning of Work: In order to ensure that productive workforces are in place in communities in order to ensure that the Department can fulfill its mission to provide a safe and efficient transportation system into the future, the Department's Long Range Transportation Plan includes the policy to Integrate Human Capital into Department Planning, Programs, and Policies. One of the action items identified to implement this policy is the development of a human capital plan.

Name of Project: O'Hare Western Access and Freight Study (443-14-1)

Description of Planning of Work: The Department has a project underway to provide western access to O'Hare International Airport. O'Hare is a major hub for freight movement both nationally and internationally. This project will analyze the potential impact on freight movement created by this new western access and will provide recommendations regarding strategies and projects to encourage expanded and efficient freight movement in this area in Cook and surrounding counties.

Name of Project: Grant Application Assistance (445-14-1)

Description of Planning of Work: During 2014, it is anticipated that a number of grant opportunities will be provided by a number of federal agencies such as TIGER grants, Federal Maritime Administration, ITS, etc. for which the Department would be eligible to apply. Due to limited staff resources and capabilities, it is necessary for the Department and its transportation partners to engage a consultant to assist with the development of grant applications.

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 at between \$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: 12/13

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

Source(s) of funds: 5307 Planning Funds

Name of Project: 95th Street Corridor Study

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

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

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

Time frame for completing the work: June 2014

The Cost of the Work: \$246,000

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

Name of Project: Regional Transit Signal Priority Project

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

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

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

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

The Cost of the Work: \$40 million

Source(s) of funds: Multiple sources.

Name of Project: Community Transit Planning Program

Description of Planning Work: This technical assistance program will fund “segments” of larger studies and projects. It will allow Pace to engage in market analysis studies, various market surveys, service planning, service design, origin/ destination studies, outreach, and implementation within the Fox Valley/SW DuPage Service Area.

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

Performing the work: Pace service planning with consultant help.

Timeframe for completing the work: June, 2014

The cost of the work: \$194,000

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

Agency: RTA

Name of Project: Community Planning Program

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

A total of seven (6) Community Planning projects were approved by the RTA Board in December 2012 for inclusion in the 2013 program:

1. City of Chicago Metra Station Area Typology Study
2. City of Chicago Western-Ashland Bus Rapid Transit Land Use Development Plan
3. Highwood Transit-Oriented Development Plan
4. Pace Transit Analysis and Planning
5. Ridgeland Avenue Corridor Study
6. River Grove Thatcher Avenue TOD

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

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

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

Time frame for completing the work: The six projects listed above are expected to be completed by no later than June 30, 2014.

The Cost of the Work: \$750,000.

Source(s) of funds: RTA \$600,000 (80%) / Local Match \$150,000 (20%)

Name of Project: RTA Transit Asset Management Pilot Program

Description of Planning Work:

In 2010 the RTA and CH2M Hill partnered in applying for a FY 2011 FTA Public Transportation Research grant to develop the RTA Transit Asset Management Pilot Program (the TAM project) for the northeastern Illinois region. The application proved to the FTA that RTA's current Asset Condition Assessment and Decision Tool projects are well advanced and closely aligned with what FTA is seeking for other transit agencies across the country to follow. This grant will provide funding for enhancements to RTA asset management programs, as well as additional activities including a numbering convention and process to better connect the RTA's asset based long-term needs analysis with short- to medium-term capital improvement program and capital budget development, and to group related asset replacement needs into logical capital projects using an

asset type and location numbering convention. Additionally, the project would allow the RTA to develop and refine these prioritization and asset-to-project grouping capabilities and then share these processes and related tools with FTA and the industry with a “how to” documentation of RTA procedures and experiences.

Resulting Product:

The TAM project will provide the Service Boards, FTA and the public transportation industry with improved asset management methods and advanced prioritization criteria practices. The TAM project will include condition assessment methodologies, data collection, asset assessment and analysis activities that will help the transit industry prioritize their asset maintenance, recapitalization, and replacement needs in order to obtain and maintain a State of Good Repair.

Performing the work: A regional working group consisting of the RTA, CTA, Metra, and Pace are performing some of the work and are advising the consultant team (CH2M Hill, URS, Kristin Fallon and Associates and Raul Bravo and Associates).

Time frame for completing the work: The project will be completed by 3/31/2014.

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

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

Name of Project: Regional Customer Satisfaction Survey

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

The RTA is now planning to conduct a second round of surveying in the fall of 2013. A study, funded by the RTA is currently in the RFP process. This survey will be similar to the first one and will allow for trend comparison as well as current year results. Questions on the survey address the following key attribute areas:

- Travel Time and Reliability
- Safety and Security
- Information
- Communications
- Cleanliness
- Employees’ Performance
- Comfort
- Overall Service
- Regional Satisfaction

Resulting Product: The products from the Customer Satisfaction study will be a database with survey results able to be accessed by train line and bus route group as well as other market segments such as fare ticket

type, frequency of travel, time of travel etc. In addition, reports analyzing the key findings from the study will be prepared. The reports will identify the key drivers of customer satisfaction for each Service Board and identify areas that customers value highly that need improvement. The survey therefore leads to management decision-making guided by customer preferences. The results of the Customer satisfaction studies will also be reported in the RTA regional performance measurement reports.

Performing the work: A consultant will be selected to perform this work, managed by a customer satisfaction task force consisting of representatives from the Service Boards and the RTA.

Time frame for completing the work: Summer 2014.

The Cost of the Work: TBD

Source(s) of funds: RTA

Name of Project: Equitable Allocation of Regional Funding

Description of Planning Work: The RTA has undertaken a study to determine the equitable allocation of public funding for transit operating and capital funding. The study will examine funding policies at a set of peer transit systems and review the history of the RTA public funding experience. The research will also include interviewing regional stakeholders as well as representatives from each of the Service Boards to gain an understanding of the different regional perspectives. The research team will then develop a set of scenarios of possible funding alternatives and assess the financial impacts of each scenario.

Resulting Product: The product of this study will be a report analyzing a group of alternative funding scenarios and describing the financial impacts of each funding approach.

Performing the work: A consultant, Delcan Corp., is performing the work. The RTA is managing the project.

Time frame for completing the work: Fall 2013.

The Cost of the Work: \$382,855

Source(s) of funds: RTA

Name of Project: Chicagoland Visitors Travel Survey

Description of Planning Work: The Chicagoland Visitors Travel Survey is designed to provide the RTA with critical information on the travel behaviors of visitors during their stay in the region. This information will in turn be used to identify and plan appropriate strategies for transit to better serve this market.

Visitors constitute a significant population in the RTA service area. On a typical day, according to the Chicago Convention and Tourism Bureau (*ChooseChicago*), there are more than 288,000 visitors in the city of Chicago alone. Furthermore, this population is likely more amenable to using transit than the residential population. Unfortunately, since little is known about the travel behaviors of visitors, it has been difficult to

effectively plan for the unique needs of this community. The Chicagoland Visitors Travel Survey will provide the missing information to enable the RTA and the service boards to tailor strategies to this population.

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

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

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

Time frame for completing the work: The survey and its associated products will be completed by the end of 2014.

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

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

Agency: West Central Municipal Conference

Description of Planning Work: The System Analysis will further develop, evaluate and prioritize alternatives that have been shortlisted in the Cook-DuPage Options Feasibility study and have been defined by mode, technology, alignment, and investment level. The alternatives will undergo travel modeling and intensive evaluation to establish demand, and impact on the regional transportation system - leading to selection of a preferred alternative for the corridor. The System Analysis will facilitate and ensure a participatory and inclusive decision-making process.

Resulting Product: Updated Cook DuPage Corridor Study Action Plan and a Phased Implementation Plan

Performing the work: West Central Municipal Conference, DuPage Mayors and Managers Conference and Cambridge Systematics

Time frame for completing the work: September/October 2013

Source(s) of funds: UWP

Agency: South Suburban Mayors and Managers Association

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

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

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

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

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

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

The Cost of the Work: \$312,500

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

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

Name of Project: Southeast Commuter Rail Study

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

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

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

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

The Cost of the Work: \$425,000

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

APPENDIX H

UWP DEVELOPMENT PROCESS

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

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

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

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program, typically in early February. A second tier of projects focusing on select emphasis areas are reviewed and selection taking place in March. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the MPO Policy Committee and CMAP Board for consideration of endorsement at their June meeting.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY14 UWP awarded close to \$17 million in federal funding, along with the required 20 percent of local matching funds, resulting in nearly \$22 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$14,625,470 in federal funding under the FY 14 Core Program. Agencies receiving core funding were CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace and Will County.

Section 2: Competitive

With \$14,625,470 approved in the Core, \$2,211,784 in federal funding remained in the competitive round. The participating agencies (CMAP, CTA, RTA, the City of Chicago, Pace and West Central Municipal Conference) submitted 19 projects totaling \$5,738,655. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 19 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 7 to 19. All projects ranked with a score of 16 and above were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY14 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY14 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2014 UWP MONITORING AND REPORTING

Over the past several years, the FHWA/FTA, CMAP Board, CMAP staff, and other regional civic organizations have recommended that CMAP and the MPO Policy Committee implement a process to account for the results of now over \$16 million annual in federal metropolitan planning funds in the UWP. While such a system may not be statutorily required under federal law, the region will benefit from a clearer indication of the products produced by these funds. Developing a system of accountability will not only inform the region about what is being accomplished with federal planning dollars, it will also help in the construction of a more efficient and effective UWP process moving forward.

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

In response to this certification, the Unified Work Program Committee approved a new process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and also complete four short narrative sections to detail work status, progress, products, and short term future objectives. This process of progress reporting has begun to cover projects funded starting in FY 2008, and will continue through FY 2014 and beyond. Reports are completed by the close of each month following the close of each quarter, or October, January, April, and July.

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



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

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