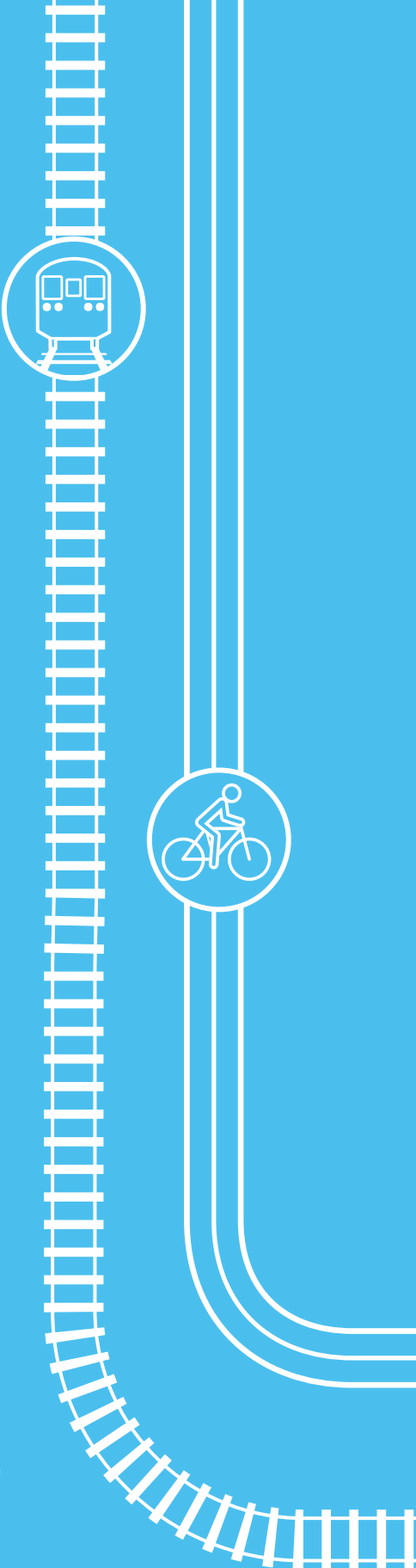


UWP FOR TRANSPORTATION UNIFIED WORK PROGRAM

Northeastern Illinois
Fiscal Year 2017



CMAP

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

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

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

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Mayor, City of Batavia
Council of Mayors

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Chicago Department of Transportation

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Table of Contents

Section I: Executive Summary	1
Unified Work Program Executive Summary	1
Funding by Agency.....	3
Funding by Program Category	5
Brief Synopses of FY 2017 Recommended UWP Projects	8
Section II: Major Scheduled Projects.....	11
Section III: Detailed Work Program by Recipient Agency	17
Chicago Metropolitan Agency for Planning (CMAP).....	17
Core MPO Activities.....	17
Chicago Transit Authority (CTA).....	23
Program Development	23
City of Chicago.....	25
Chicago Transportation Planning and Programming	25
Council of Mayors.....	31
Sub regional Transportation Planning, Programming and Management	31
Metra.....	33
Program Development	33
Pace	35
Rideshare Service Program	35
TIP Development and Monitoring	39
RTA.....	41
2018 Regional Transit Strategic Plan Support.....	41
Counties (Lake County).....	43
Lake County Para transit Market Study	43

Appendices

APPENDIX A: SOURCES OF LOCAL MATCH.....	47
APPENDIX B: CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS.....	48
APPENDIX C: STAFF REQUIREMENT SUMMARY TABLE	54
APPENDIX D: COST ALLOCATION PLANS.....	55
APPENDIX E: AUDIT REQUIREMENTS	56
APPENDIX F: ACRONYM LIST.....	57
APPENDIX G: NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES	60
APPENDIX H: UWP DEVELOPMENT PROCESS.....	83
APPENDIX I: FY 2017 UWP MONITORING AND REPORTING	85

Section I: Executive Summary

Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). Due to the lack of an approved State of Illinois budget for FY 2016, CMAP has struggled to secure its matching requirement and is taking steps to reduce dependence on these IDOT funds. Because the FY 2017 budget required approval by the CMAP Board in June 2016, this document seeks to clarify matters stemming from the uncertainty caused by the State budget impasse that continues in Springfield.

Our agency is pursuing multiple paths to transition away from reliance on IDOT matching dollars since the 2011 dissolution of the statewide Comprehensive Regional Planning Fund (CRPF), which had provided CMAP with the \$3.5 million required for its annual match. Those efforts include advocating through legislation that the Illinois General Assembly reinstate the CRPF; creating a local dues structure similar to those used by many other regional planning organizations across the U.S.; and working with IDOT and the FHWA to apply Transportation Development Credits (TDC or toll credits) to the FY 2017 budget. CMAP, IDOT and FHWA have reached an agreement to allow the use of toll credits for the FY 2016 budget. With this agreement CMAP can meet its 20% Federal matching requirement, resume payments to vendors, reimburse cash reserves and most importantly, remain solvent.

For FY 2017, the Unified Work Program for transportation planning for northeastern Illinois is earmarked to receive \$17,104,664 in Federal funding with a local match requirement of \$4,276,166. During the April 7, 2016 UWP Committee meeting, the Committee unanimously voted to award a higher share of funding to CMAP to remain operational, rather than fund other competitive projects. Competitive projects were evaluated and ranked, but no funding was appropriated.

Also, unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in Table 1: Summary of UWP Projects and Budgets by Recipient Agency. The State of Illinois must ultimately meet its responsibility to provide a match for CMAP to access its Federal funding. The match can either come from 1) a State-passed budget with CMAP included in IDOT's budget, 2) the Comprehensive Regional Planning Fund if the General Assembly passes legislation to reinstate it, or 3) the potential continued use of toll credits in FY 2017. Because there is uncertainty as to which source will be available and what level each source will provide at the beginning of FY 2017, this budget shows a \$0 value in the local match line item. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will revisit the budget and determine the feasibility of reconsidering competitive UWP applications.

As a result of the uncertainty as to which source will be available to CMAP, the FY 2017 UWP budget reflects a program with total expenditures of \$18,103,933 in metropolitan planning funds from the FHWA, FTA, and local sources (\$17,104,664 in Federal funds and \$999,269 in local sources).

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

The FY 2017 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2016 through June 30, 2017. The UWP Committee developed the FY 2017 program based on the FY 2016 UWP Federal funding earmark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2017 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

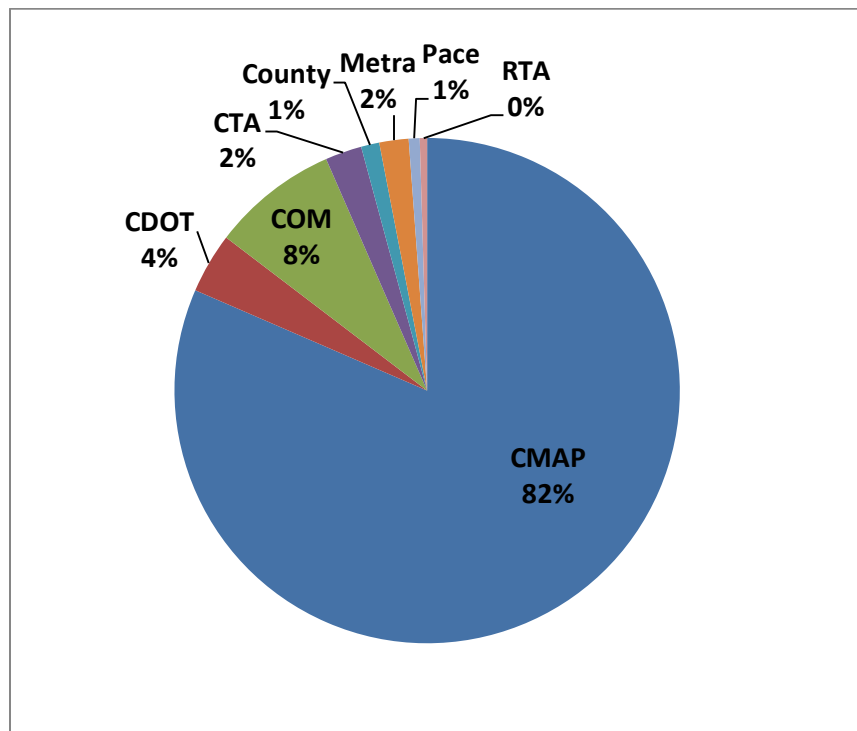
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee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

FY 2017 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Lake County for core transportation planning activities. While CMAP was awarded a higher share of the funding, the other agencies were funded at their FY 2016 funding levels. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST Act).

Funding by Agency

Figure 1 shows the share of FY 2017 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2017 UWP Funds by Agency



CMAP is receiving 82% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan, GO TO 2040, commence planning for the next regional plan, ON TO 2050, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 2%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 4% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

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. Lake County is funded for their Paratransit Market Study.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	2,343,546	11,596,848	TBD*	13,940,394
CMAP Total		2,343,546	11,596,848	TBD*	13,940,394
CTA	Program Development	400,000		100,000	500,000
CTA Total		400,000	-	100,000	500,000
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago Total		660,000	-	165,000	825,000
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
Lake County	Paratransit Market Study	200,000		50,000	250,000
County Total		200,000	-	50,000	250,000
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace Total		120,000	-	30,000	150,000
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
RTA Total		80,000	-	20,000	100,000
FY 17 UWP Total		4,123,546	12,981,118	999,269	18,103,933

*In the FY 2017 UWP budget the local match required by CMAP has yet to be determined and is therefore not reflected in Table 1.

Funding by Program Category

The FY 2017 UWP is divided into six major program categories that define the scope of work that will be performed during the fiscal year. The program categories are briefly described below. Figure 2 shows the allocation of total FY 2017 UWP funds by category, and Table 2 shows how each project is allocated by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the scope of work to be accomplished with these funds.

1. **Regional Transportation Planning**

This program category comprises the research, analysis, and regional coordination required to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. Activities in this category include the development of ON TO 2050, the next comprehensive regional plan. Development of the next regional plan is currently underway and it is anticipated to be adopted by the MPO Policy Committee and CMAP Board in 2018. The budget for this program category totals \$2,677,661 or 15% of the total UWP.

2. **Transportation Improvement Program**

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with the regional comprehensive plan, functional plans, and federal rules. The budget for this program category totals \$3,563,243 or 20% of the total UWP.

3. **Public Involvement and Information**

The projects in this program category develop and implement mechanisms for obtaining input from partners, stakeholders and communities in the development of UWP funded plans and programs; inform the public about transportation planning activities in the region; and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan, ON TO 2050, fall within this category. The budget for this category totals \$4,147,472 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 \$2,735,105 or 15% of the total UWP.

5. **Special Studies**

This category comprises projects focused on operational, demand and information technology strategies to improve the efficiency and effectiveness of the transportation

system for all users. The congestion management process falls under this category, as do other projects including technical studies and management efforts for improving the region's air quality, providing for regional participation and contribution to statewide air quality planning activities. Other activities in this category include ensuring that environmental and federal compliance are properly addressed in the region's transportation plan. The budget for this category totals \$2,699,976 or 15% of the total UWP.

6. Sub regional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$2,280,476 or 13% of the total UWP.

FIGURE 2: Share of FY 2017 Funds by Category

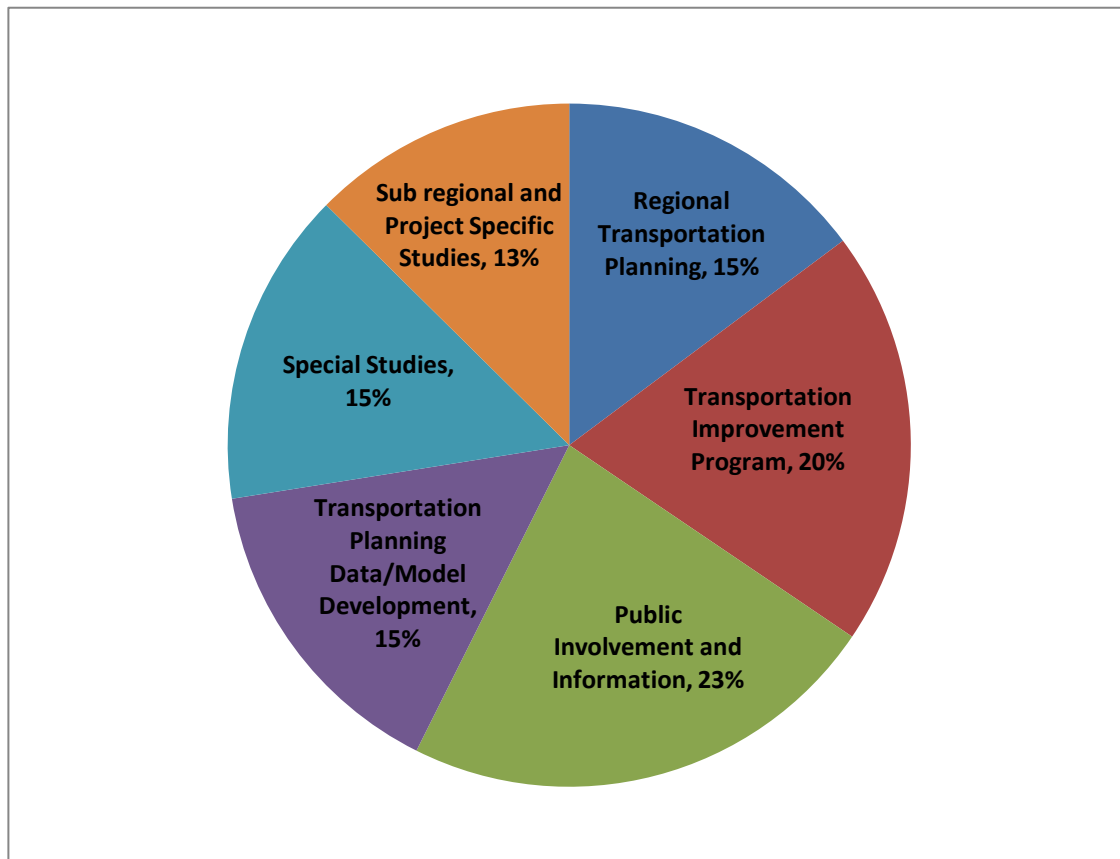


TABLE 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Sub regional and Project Specific Studies
CMAP	MPO Activities	13,940,394	2,092,453	1,526,473	3,178,410	2,735,105	2,624,976	1,782,976
CTA	Program Development	500,000		300,000	200,000			
City of Chicago	Transportation and Programming	825,000	82,500	412,500	82,500			247,500
Council of Mayors	Sub regional Transportation Planning, Programming and Management	1,938,539	387,708	969,270	581,562			
Metra	Program Development	400,000	40,000	280,000	80,000			
Pace	Rideshare Services Program	75,000					75,000	
Pace	TIP Development and Modeling	75,000		75,000				
RTA	2018 Regional Transit Strategic Plan Support	100,000	75,000		25,000			
Lake County	Para transit Marketing Study	250,000						250,000
Total		18,103,933	2,677,661	3,563,243	4,147,472	2,735,105	2,699,976	2,280,476
Percentage of Total			15%	20%	23%	15%	15%	13%

Brief Synopses of FY 2017 Recommended UWP Projects

MPO Activities

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

\$13,940,394

Chicago Metropolitan Agency for Planning (CMAP)

Agency Total:
\$13,940,394

Program Development

\$500,000

Purpose: This program supports regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans. The development of the Capital program for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.

Chicago Transit Authority (CTA)

Agency Total:
\$500,000

Transportation and Programming

\$825,000

Purpose: The purpose of this program is to support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming

process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.

City of Chicago	Agency Total: \$825,000
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Sub regional Transportation Planning, Programming and Management

\$1,938,539

Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.

Council of Mayors	Agency Total: \$1,938,539
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Program Development

\$400,000

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

Metra	Agency Total: \$400,000
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Rideshare Services Program

\$75,000

Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The program is also expanding as an effective Transportation Demand Management (TDM) strategy to reduce the need for single occupancy vehicles, lower

highway congestion, lower commute times and energy consumption; and improve air quality.

TIP Development and Modeling

Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP. **\$75,000**

Pace	Agency Total:
	\$150,000

2018 Regional Transit Strategic Plan Support	\$100,000
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Purpose: This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The previous Strategic Plan was published in 2013. The 2013-2018 Regional Transit Strategic Plan established a set of fundamental Goals and Objectives. The 2018 Strategic Plan will build off those Goals, reviewing and updating objectives for the next five years. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the next Long Range Comprehensive Plan.

RTA	Agency Total:
	\$100,000

Lake County Paratransit Market Study	\$250,000
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Purpose: The purpose of this study is to determine transportation options for the various mobility challenged constituencies in Lake County and prepare an implementation plan to improve service. While the level of coordination has vastly improved, no data exists on the overall level of countywide demand for para transit service and/or the transportation options needed to meet that demand. This is critical information that needs to be assembled in order to plan and implement solutions to meet the non-traditional transit needs of residents. This study will amend the transit component of the Lake County 2040 Transportation Plan adopted on June 6, 2014. The project team is envisioned to include Lake County, Pace, Metra, the RTA and the LCCTSC. This study is intended to build on the regional efforts of the RTA's Stable Funding Paratransit Systems Study.

County Projects (Lake County)	Agency Total:
	\$250,000

Section II: Major Scheduled Projects

The projects included in the FY 2017 UWP will result in the development of a large number of products. This section provides a detailed list of products that highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during FY 2017. 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 2017.

	Product	Product Type	Completion Date
Chicago Metropolitan Agency for Planning (CMAP)			
Core MPO Activities			
Local Planning Support			
	Preparation of reports on research and development of new approaches	Outside distribution	Ongoing
	Initiation and completion of LTA projects (approximately 25 projects per year, funded through UWP and other sources)	Plan/Program	Ongoing
Policy Development and Analysis			
	Regional Freight Plan	Outside distribution	April 2018
	Federal and State Legislative Agenda	Outside distribution	January 2017
	Staffing of CMAP Committee structure	In-House	Ongoing
	Issue briefs and reports related to transportation finance and tax policy	Outside distribution	Ongoing
	Continued planning for urban freight network investments	In-House	Ongoing
	Coalition building around major metropolitan freight priorities	Outside distribution	Ongoing
	Serve on outside groups and task forces related to the implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
	Development of CMAP policy updates	Outside distribution	Ongoing
	Industry Cluster Drill Downs - freight and manufacturing supply chain analysis	Outside distribution	Ongoing
	Continued regional coordination on transportation and innovation performance metrics	Outside distribution	Ongoing
	Continued analysis of transportation, land use, environmental and climate change impacts	Outside distribution	Ongoing

Comprehensive Regional Plan Process			
	Strategy and policy work on transportation investments and criteria	In-House	Ongoing
	Outreach to local officials, transportation implementers, and others about investment priorities	Outside distribution	Ongoing
	Policy research on issues of equity and environmental justice	Outside distribution	Ongoing
	Policy research on specific topics in the areas of housing, land use, economic development, transportation, environment, and human community development areas identified for the next plan	In-House	Ongoing
	Interim product on regional priorities	Outside distribution	October 2016
Communications and Outreach			
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures and flyers	Outside distribution	Ongoing
	Educational Events/Training: Externally focused workshops and forums to build support and awareness of the GO TO 2040 plan	Plan/Program	Ongoing
	Video: Develop to describe activities at the intersection of livable communities and transportation, in support of the GO TO 2040 plan	Outside distribution	Ongoing
	Web Maintenance and Development: Content tightly related to GO TO 2040 priorities	Outside distribution	Ongoing
	Design Integration: Content to strategically integrate policy and planning content for the web and printed media.	Outside distribution	Ongoing
	Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
Regional Information and Data Development			
	Data-Sharing Hub	Outside distribution	Ongoing
	External Data requests	Outside distribution	Ongoing
	2013 Land Use Inventory	In-house + outside distribution	September 2016
	Digital Aerial Image Archive	Outside distribution	Ongoing

	Regional Forecast and Local Allocation Method	In-house	December 2016
	Conformity Analysis	Plan/Program	Biannually
	Activity – Based Model Validation Report	Outside distribution	September 2016
	Regional Transportation Data Archive Monitoring and Maintenance	In-House	Ongoing
	GO TO 2040 Indicator Tracking	Plan/Program	Ongoing
Transportation Improvement Program			
	TIP with modifications and/or amendments and fiscal marks	Plan/Program	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation report	Outside distribution	December 2016
	TIP Map	Outside distribution	Ongoing
	TIP Training	Outside distribution	Ongoing
	Conformity Analysis and Documentation	Outside distribution	Biannually
	Tier II Consultation Decisions and Documentation	Outside distribution	Ongoing
	Analysis of regulatory changes	In-House	Ongoing
	TIP Programmer Updates	Outside distribution	Ongoing
	TIP Brochures	Outside distribution	Ongoing
	Manage CMAQ, TAP, and other local project management reports	Outside distribution	Ongoing
	Analysis of CMAQ cost revisions	Outside distribution	Ongoing
	Integrated database design documents	In-House	January 2016
Performance Based Programming			
	Regional Transportation Performance Measure Update	In-House	Ongoing
	Regional Expressway Atlas	Outside distribution	Ongoing
	Summer Data Collection Program	In-House	Ongoing
	Develop methods and data for evaluating programming decisions	In-House	Ongoing
	Maintain Signal and other databases	In-House	Ongoing
	Congestion Management Process	Plan/Program	Ongoing
	Update to Regional Greenways and Trails Plan	Outside distribution	June 2016
	RTOC support	In-House	Ongoing
	Provide data support for freight planning	In-House	
	Regional ITS Plan and Architecture	In-House	Ongoing
	FY 17-21 CMAQ and TAP Program	Plan/Program	December 2017

Information Technology Management			
	Functional interface between agency workstations, internal storage area network, and CMAP web services	In-House	Ongoing
	Office technology systems	In-House	Ongoing
	Wiki/CMS Intranet for internal network	In-House	Ongoing
	Support of web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
	Support and development of GIS applications and databases	Plan/Program	Ongoing
	Business continuity planning	In-House	Ongoing
	Support of web-based Regional Data Archive	Outside distribution	Ongoing
	Internal Systems Audit	In-House	Ongoing
Chicago Transit Authority (CTA)			
Program Development			
	Annual Report	In-house	June 2016
	TIP Update	In-house	July 2016
	TIP Update	In-house	September 2016
	TIP Update	In-house	November 2016
	Capital Amendments CTA/RTA Boards	In-house	2016/2017
	FY 2016 - 2020 CIP -CTA Board	In-house	November 2016
	FY 2016 - 2020 CIP -RTA Board	In-house	December 2016
	TIP Update	In-house	January 2017
	TIP Update	In-house	March 2017
	TIP Update	In-house	May 2017
	CMAQ Annual Report	In-house	June 2017
City of Chicago			
Transportation Planning and Programming			
	Interaction with elected officials	Outside distribution	June 2017
	Interaction with the public	Outside distribution	June 2017
	Interaction with other agencies including CMAP, IDOT, FHWA, FTA	Outside distribution	June 2017
	Capital Improvement Program	Plan/Program	June 2017
	Fiscally constrained TIP (CDOT portion) including but not limited to Surface	Plan/Program	June 2017

	Transportation Program, Congestion Mitigation & Air Quality Program and other fund sources as required		
Council of Mayors			
Sub regional Transportation Planning, Programming and Management			
	Surface Transportation Program		Ongoing
	Congestion Mitigation and Air Quality		Ongoing
	Other Federal Funding Programs		Ongoing
	Other State Funding Programs		Ongoing
	Newsletters/Annual Reports		Ongoing
	Quarterly Reports		Ongoing
	Other Plans/Programs, as needed		Ongoing
	Overall Program Management		Ongoing
	Coordination with CMAP, IDOT, and other agencies		Ongoing
Metra			
Program Development			
	Preliminary Capital Program and Budget	Plan/Program	October 2016
	Public Involvement/ Comment	Outside Distribution	October 2016
	Final Capital Program and Budget	Outside Distribution	November 2016
	TIP Submittal	Outside Distribution	November 2016
Pace			
Rideshare Service Program			
	Create rideshare open seat flyers and promotions	Plan/Program	Quarterly
	Develop Rideshare Referral Incentives where existing rideshare participants refer others to join	Plan/Program	August 2016
	Develop a committee of partners to create a regional impact and expand resources	Plan/Program	Ongoing
TIP Development and Monitoring			
	Pace TIP element	In House	On going
	Pace fiscal year 2016-2020 Capital Program	In-House	December 2016
	Monitor TIP Program/Projects	In-House	On-going

RTA			
2018 Regional Transit Strategic Plan Support			
	Interim report on foundational topics research and analysis	Interim Report	December 2016
	2018 Regional Transit Strategic Plan adopted by RTA Board	Final Report	January 2018
Counties (Lake County)			
Paratransit Market Study			
	Market Survey/Meet with Stakeholders	In-House Distribution	Spring/Summer 2017
	Analysis of Survey Data	In-House Distribution	Fall 2017
	Develop Service Options and Estimate of Costs	In-House Distribution	Winter/Spring 2017
	Perform Cost Benefit Analysis of Service Options	In-House Distribution	Summer/Fall 2017
	Prepare Final Report	Outside Distribution	Spring 2018

Section III: Detailed Work Program by Recipient Agency

Chicago Metropolitan Agency for Planning (CMAP)

Project Title	Core MPO Activities
Sponsoring Agency	Chicago Metropolitan Agency for Planning (CMAP)
FHWA/FTA Amount Requested	\$13,940,394
Local Match Amount	TBD
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$13,940,394

Description and Justification
<p>Brief Description</p> <p>CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
<p>Major Tasks (up to 20)</p> <p><u>Local Planning</u></p> <ol style="list-style-type: none"> 1. Direct technical assistance to communities through the LTA program through staff-led and management of consultant-led projects 2. Regional technical assistance, including Planning Commissioner trainings and research and development of new approaches to be applied in local plans 3. Involvement of partner organizations in LTA projects 4. Completion and analysis of the 2016 municipal survey <p><u>Policy Development and Analysis</u></p> <ol style="list-style-type: none"> 1. Freight Policy - development of regional freight plan and related policy analysis 2. Major Capital Project Technical Assistance 3. Congestion Pricing - analysis, communications, and outreach

Description and Justification

4. Industry Cluster Drill Down Research and Analysis - focus on supply chain trends and regional opportunities and challenges
5. Transportation and Economic Development Indicators – update and refinement of indicators
6. Analysis of Innovative Financing for Transportation
7. Analysis of State and Local Tax Policy
8. Analysis of Regional Housing and Land Use trends
9. Analysis of Major Development Types and Local Transportation Costs
10. Analysis of Transportation and Environmental Impacts
11. Continuing Research and Analysis for CMAP's Policy Updates
12. Federal Legislation, Regulation, and Policy – monitoring and policy analysis

Comprehensive Regional Plan Development

1. Continued research on transportation, land use, economic, environment, housing, and human and community development topics identified as critical for the next plan
2. Outreach activities to involve stakeholder groups and the general public in plan development
3. Production of an interim report on regional priorities, scheduled for adoption in fall 2016

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

Research and Analysis

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

Transportation Improvement Program

1. Update and maintain the TIP, including processing amendments
2. Manage design, development and implementation of new integrated transportation planning, programming and tracking database
3. Manage CMAQ and TAP obligation and project completion
4. Ensure compliance with federal and state regulatory, statutory, and certification requirements
5. Coordinate IEPA activities with regional requirements
6. Update TIP and EMME networks, run MOVES model to obtain emissions based on travel demand model results

Description and Justification

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

Performance Based Programming

1. Performance based funding for highway and transit funding decisions, including development of performance measures, analytic tools, indicators, and communications tools
2. Summary of Local Programming Practices
3. Performance Monitoring
4. CMAQ and TAP Program Development
5. Development of investment/performance relationships
6. Intelligent Transportation System Planning
7. Major Capital Projects Technical Assistance

Information Technology Management

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

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

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

Description and Justification
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>The proposal responds to a number of the regional priorities: Local Technical Assistance; Long Range Planning/Financial Planning and Innovative Finance/Evaluation Criteria/Implementation of GO TO 2040 Major Capital; Information sharing; Improved access to information; Air Quality Conformity Access to Information; Efficient governance; Modernization of the Public Transit System; Financial Planning; Improving Decision-Making Models and Evaluation Criteria for Project Selection.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The proposed activities reflect implementation action areas adopted in the region's long range plan GO TO 2040 and core activity of the MPO and are a continuation of the responsibilities of the MPO.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The products will benefit state and local public officials, transportation implementers, economic development practitioners, business leaders, the non-profit sector and residents of the region.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Illinois Department of Transportation and other state and local funds.</p>

Expense Breakdown	
Staff cost (plus Indirect Costs)	\$12,159,500
Total Person Months	994
Consultant Cost	\$1,108,000
Other Costs	\$1,925,600
Total Project Cost	\$15,193,100
Please specify the purpose of consultant costs and time line for expenditure	
See description of Consultants that follows	
Please specify the purpose of other costs	
See description of Other Costs that follows. Also a breakdown by program follows	

CMAP BUDGET SUMMARY FOR FY 2017 UWP

Program	Staff (Plus Indirect Costs)	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$2,677,500	259	\$248,000	\$61,400	\$2,986,900
Policy Analysis and Development	\$2,561,300	175	\$80,000	\$101,500	\$2,742,800
Performance-Based Programming	\$1,022,200	84	\$0	\$10,600	\$1,032,800
TIP	\$1,099,300	83	\$110,000	\$13,500	\$1,222,800
Plan Development	\$1,217,900	101	\$140,000	\$3,600	\$1,361,500
Research and Analysis	\$2,082,000	174	\$50,000	\$434,400	\$2,566,400
Communication	\$969,500	82	\$480,000	\$43,600	\$1,493,100
Information Technology Management	\$529,800	36	\$0	\$1,257,000	\$1,786,800
TOTAL	\$12,159,500	994	\$1,108,000	\$1,925,600	\$15,193,100

CONTRACT DETAIL

Program	Purpose	Amount
Local Planning		
Market Analysis	Market analysis, financial analysis, and development advisory services for LTA program	\$100,000
Transportation engineering advisory services	Advisory services on physical feasibility of transportation recommendations	\$100,000
Metro Quest	Public engagement tool for the LTA program	\$48,000
Communications and Outreach		
Web development and maintenance	Support for improving and sustaining the CMAP website	\$185,000
Web hosting and support	Hosting and technical services for the CMAP web server	\$25,000
Design integration	Support for instilling design to maximize impact and usability of CMAP print and web materials	\$150,000
Data Visualization	Transition of code and development environment for internal maintenance of data visualization	\$20,000
Public Engagement Assistance	Support for public engagement activities for comprehensive regional plan	\$100,000

Transportation Improvement Program		
TIP Database Upgrade and Maintenance	Major upgrade and new development of TIP database and maintenance	\$110,000
Comprehensive Regional Plan Development		
Forecast development	Development of regional forecast and local allocation for long-range plan	\$100,000
Topical research	Contracted research on topics beyond CMAP's expertise, including impacts of transportation technology.	\$40,000
Research and Analysis		
Regional Transportation Data Archive	Develop additional functionality for the data archive which collects roadway sensor data	\$50,000
Policy and Analysis		
Freight Transportation Costs	Data collection and analysis of transportation impacts of heavily concentrated industrial corridors	\$80,000

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
Research and Analysis		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$400,000
Information Technology		
Software Maintenance/licenses	Annual fees	\$395,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$660,000
Equipment	New and replacement of computer equipment	\$100,000
Software	Purchase of new software	\$50,000

Chicago Transit Authority (CTA)

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

Description and Justification
<p>Brief Description</p> <p>The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>
<p>Major Tasks (up to 20)</p> <p>Develop and coordinate information regarding CTA capital projects for the following:</p> <ol style="list-style-type: none"> 1. Annual Report 2. TIP Updates (several per year) 3. Capital Amendments CTA/RTA Boards 4. FY 2017 - 2021 CIP -CTA Board 5. FY 2017 - 2021 CIP -RTA Board 6. CMAQ Annual Report
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Support for this project allows the CTA to continue processes to meet its core MPO responsibilities. The development of Capital program of projects for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.</p>

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

Modernization of Public Transportation; Capital Investments directed toward safety, State of Good Repair (SOGR), reliability, and controlling operational costs.

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

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

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

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

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

CTA's Operating funds.

Expense Breakdown	
Staff cost	\$339,550
Total Person Months	48
Consultant Cost	\$0
Other Costs	\$0
Indirect Costs	\$160,450
Total Project Cost	\$500,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

City of Chicago

Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Department of Transportation
FHWA/FTA Amount Requested	\$660,000
Local Match Amount	\$165,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$825,000

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

4. Public Involvement Plan: Assure public involvement at the project level.
5. Federal Requirements: Federal law requires the participation of the City of Chicago in the MPO planning process

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

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

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

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

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

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

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

City Corporate funding

Expense Breakdown	
Staff cost	\$825,000
Total Person Months	82
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$825,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

ADDENDUM TO THE CITY OF CHICAGO'S

APPLICATION FOR FY17 UWP CORE FUNDING

Proposed FY17 Scope of Services

I. Surface Transportation Capital Improvement Program Assistance

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

II. STP Program Development

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

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

III. General Liaison

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

IV. Technical Assistance and Studies

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

V. TIP Development & Monitoring

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

Council of Mayors

Project Title	Sub regional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,384,720
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
<p>Brief Description</p> <p>To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Communication and Public Involvement 2. General Liaison Services 3. Program Development and Monitoring - Development of STP and monitoring of all funding sources 4. Active Program Management 5. Technical Assistance
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>The PL program provides a direct link between municipalities, counties, CMAP, IDOT and other partner agencies working to accomplish core activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of GO TO 2040, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p>

Planning work toward continual implementation of GO TO 2040 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The PL program is a continuous program</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The region's municipalities, counties and transportation agencies and the constituents of these bodies.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.</p>

Expense Breakdown	
Staff cost	\$1,938,539
Total Person Months	192
Consultant Cost	\$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	

Metra

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

Description and Justification
<p>Brief Description</p> <p>Program Development of capital transit planning and administration</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Provides multi-jurisdictional transit planning 2. Addresses regional transportation improvement, enhancement and innovation 3. Provides safety and security planning 4. Addresses congestion mitigation 5. Serves as an outlet for proactive public participation
<p>Core Justification (<i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i>)</p> <p>Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and potentially expand commuter rail service in Northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.</p>
<p>Core Justification (<i>please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities</i>)</p> <p>Regional transportation planning, development of the TIP, public involvement</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>No</p>

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

MPO (CMAP), transit agencies, Metra commuters and regional municipalities

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

Metra funds

Expense Breakdown	
Staff 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	

Pace

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

Description and Justification
<p>Brief Description</p> <p>The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The grant will fund:</p> <ol style="list-style-type: none"> 1. Commuter services and support 2. Marketing open rideshare seats and newly forming groups 3. Promoting the program to attract more participation (thus achieving critical mass to produce matching results even in less dense areas) 4. Website development to update website software and renew URL 5. Encouraging change in commuter behavior by offering incentives
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Customer Service <ol style="list-style-type: none"> a. Answer inquiries – regarding rideshare open seats, commute options, ideas for finding other commuters and helping rideshare drivers find riders b. Update and expand the employer contact database c. Manage rideshare wait list and open seat promotion tracking 2. Data processing and management of website modules: <ol style="list-style-type: none"> a. Employer/Schools – verify and approve new destinations provided by users b. Commuter profiles – analyze travel patterns to create new rideshare groups and identify individual potential for open rideshare seats c. Track rideshare groups, commuter details and activities 3. Marketing and Outreach <ol style="list-style-type: none"> a. Distribute informational material about open seats in rideshare groups and announce newly forming rideshare groups and other Pace RideShare informational pieces to target audiences and post through social media b. Promote Pace RideShare program at expos, events, and conferences

4. Maintain partnerships with Transportation Management Associations (TMAs), employers, educational institutes, public transportation agencies, Wisconsin Department of Transportation (WisDOT), Northwestern Indiana Regional Planning Commission (NIRPC), and environmental agencies with the goal of encouraging more commuters to use rideshare.

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 Pace RideShare Program is expanding as an effective Transportation Demand Management (TDM) strategy to reduce the need for single occupancy vehicles, lower highway congestion, lower commute times and energy consumption; and improve air quality.

The focus of the Pace RideShare Program is to provide information on commuter options, support the creation and continuation of rideshare groups and develop a program to incentivize commuter behavior to move away from driving alone.

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

This project is the primary active TDM option in Northeastern Illinois with the potential of being a component of a statewide TDM program providing a solution to improve highway planning and ultimately support a better highway network for Illinois' economic future. In addition, through partnerships with WisDOT and NIRPC, the rideshare program assists with workday commutes from Wisconsin and Indiana to Illinois.

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

Yes, Pace has received funds for 10 years. In July 2006, Pace became the Regional Rideshare Administrator bringing together the rideshare resources: online ride matching with a successful Pace Vanpool Program

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

Commuters originating from and traveling into Northeastern Illinois can benefit from understanding their transportation options and saving money on their commute. Pace carpooling and vanpooling are desirable options for commuters who travel to work where there is no public transportation available. Employers will also benefit from reduced parking lot maintenance costs.

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

Pace funds

Expense Breakdown	
Staff cost	\$60,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$15,000
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
Marketing expenses such as promotional materials, advertising space in various media sources incentives, registration for outreach events and website enhancements	

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

<p>Description and Justification</p> <p>Brief Description</p> <p>To develop a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five year regional TIP.</p> <p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop Pace's capital program for inclusion in the five year TIP 2. Update TIP to include all new project information for 2017-2021 3. Provide analysis of Capital Projects identifying impact on air quality for CMAQ conformity 4. Monitor progress of the TIP Conformity Analysis <p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>Yes, Pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including: transportation planning, public involvement, and Transportation Improvement Plan.</p> <p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>Modernization of the Public Transit System</p> <p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, Pace received funding for the TIP in last year's UWP Process.</p> <p>Who will benefit from the interim or final products of this project?</p> <p>Not only Pace customers, but users of all types of transit service through better regional cooperation.</p>

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

Pace funds

Expense Breakdown	
Staff cost	\$75,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of other costs	
N/A	

RTA

Project Title	2018 Regional Transit Strategic Plan Support
Sponsoring Agency	Regional Transportation Authority (RTA)
FHWA/FTA Amount Requested	\$80,000
Local Match Amount	\$20,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$100,000

Description and Justification
<p>Brief Description</p> <p>The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The previous Strategic Plan was published in 2013. The <i>2013-2018 Regional Transit Strategic Plan</i> established a set of fundamental Goals and Objectives. The 2018 Strategic Plan will build off those Goals, reviewing and updating objectives for the next five years. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the next Long Range Comprehensive Plan.</p> <p>Funding will be used for RTA staff work to complete the 2018 Regional Transit Strategic Plan.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Foundational Topic research: Regional Transit Access; Growth Potential; Innovation; and Market Assessment 2. Capital Needs Assessment 3. Funding Mechanisms Assessment 4. Plan Development and Public/Stakeholder Engagement
<p>Core Justification (<i>How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?</i>)</p> <p>The Regional Transit Strategic Plan provides guidance for the planning and programming of transportation investments and modernization by CMAP and the region's transit agencies.</p>
<p>Core Justification (<i>please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities</i>)</p> <p>Through the collaborative process to develop the Strategic Plan, a shared set of values will be articulated for development of strategies and projects to guide transit investments. The public and</p>

stakeholder outreach component will provide public feedback on plan development and provide access to information to the public on elements of the Strategic Plan.
Is this project a continuation of previous work? If so, please explain. The work continues previous 5-Year Regional Transit Strategic Plans.
Who will benefit from the interim or final products of this project? The regional transit agencies and their riders will directly benefit; CMAP will benefit by joint coordination with development of the next Long Range Comprehensive Plan.
What is the source of funds for the local match portion of this project? RTA Funds will be used for the local match.

Expense Breakdown	
Staff cost	\$100,000
Total Person Months	14
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$100,000
Please specify the purpose of consultant costs and time line for expenditure	
N/A	
Please specify the purpose of consultant costs and time line for expenditure	
N/A	

Counties (Lake County)

Project Title	Lake County Paratransit Market Study
Sponsoring Agency	Lake County
FHWA/FTA Amount Requested	\$200,000
Local Match Amount	\$50,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$250,000

Description and Justification
<p>To determine the transportation options for the various mobility challenged constituencies in Lake County and prepare an implementation plan to improve service.</p>
<p>Brief Description</p> <p>Paratransit services in Lake County are currently facilitated by a variety of entities consisting of townships and not-for-profits through a number of demonstration projects and individual efforts generally coordinated by the Lake County Coordinated Transportation Services Committee (LCCTSC), with the actual service provided by Pace in many locations. The current organizational structure and operational characteristics of the LCCTSC were defined a number of years ago as a recommendation of the RTAP funded Lake County Inter/Intra County Paratransit Transportation Plan. The Plan recommendations implemented by the LCCTSC defined a level of countywide coordination in para transit service that had not existed before. The Plan provided the necessary basis for cooperation to implement various demonstration projects that have resulted in some expanded para transit service in Lake County.</p> <p>While the level of coordination has vastly improved, no data exists on the overall level of countywide demand for para transit service and/or the transportation options needed to meet that demand. This is critical information that needs to be assembled in order to plan and implement solutions to meet the non-traditional transit needs of residents. This study will amend the transit component of the Lake County 2040 Transportation Plan adopted on June 6, 2014.</p> <p>The project team is envisioned to include Lake County, Pace, Metra, the RTA and the LCCTSC. This study is intended to build on the regional efforts of the RTA's Stable Funding Para transit Systems Study.</p>

Major Tasks (up to 20)

1. Perform market survey through user surveys facilitated by the County and LCCTSC member entities.
2. Conduct stakeholder information group meetings.
3. Analyze and evaluate survey data.
4. Develop countywide service options.
5. Estimate the costs of the identified service options.
6. Perform cost benefit analysis of the service options.
7. Prepare a final report with recommendations and implementation strategies.

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 project will work to modernize the public transportation system by closing gaps in Para transit service in Lake County and coordinating regional Para transit transportation which are major emphasis areas of the GOTO 2040. The project is a collaborative planning effort that brings together representatives from municipalities, townships, the County, Pace and the RTA.

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

One of the regional priorities aligned with this project is regional mobility. For many individuals, Para transit is the only link to medical appointments, education, employment opportunities, and to other services provided by Pace and Metra. Furthermore, Para transit is aligned with Human Capital. For the mobility challenged, having access to employment opportunities is both a necessity and a means for an improved quality of life. Providing access to transportation and employment to this underserved population aids in individual skill development and can contribute to the economic vitality of the region.

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

This study is intended to build on the regional efforts of the RTA's Stable Funding Para transit Systems Study and the Lake County Inter/Intra County Para transit Transportation Plan and amend the transit component of the Lake County 2040 Transportation Plan. Identifying service options and the costs associated with them is crucial to a Para transit system to provide mobility to the seniors, disabled and low income population.

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

1. Lake County residents and the riders of the Para transit service.
2. Townships and Municipalities
3. Lake County
4. Pace & the RTA

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

Lake County

Expense Breakdown	
Staff cost	\$0
Total Person Months	N/A
Consultant Cost	\$250,000
Other Costs	\$0
Total Project Cost	\$250,000
Please specify the purpose of consultant costs and time line for expenditure	
Develop market survey, perform analysis, prepare cost estimates, develop service options, perform cost benefit analysis, suggest recommendations, prepare final report with implementation strategies	
Please specify the purpose of other costs	
N/A	

APPENDIX A

SOURCES OF LOCAL MATCH

The agencies participating in the UWP must provide a local match for PL 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

In the FY 2017 UWP budget, the local match required by CMAP has yet to be determined and is therefore not reflected. The State of Illinois must ultimately meet its responsibility to provide a match for CMAP to access its Federal funding. The match can either come from 1) a State-passed budget with CMAP included in IDOT's budget, 2) the Comprehensive Regional Planning Fund if the General Assembly passes legislation to reinstate it, or 3) the potential continued use of toll credits in FY 2017. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will need to revisit the budget.

CTA, RTA, Metra, and Pace

The match is provided by local government funds.

City of Chicago

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

Counties

The match is provided by local government funds.

Councils of Mayors

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

APPENDIX B

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

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

Equal Employment Opportunity

The RTA submitted its Affirmative Action Plan to the FTA in July 2013 and will submit an updated plan in 2016.

The Metra Equal Employment Opportunity Plan and Program was submitted to and approved by FTA in April 2010. Metra's EEO plan and September 2013 policy updates are on file with the EEO/Diversity Initiatives Department.

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

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

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

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

Disadvantaged Business Enterprise

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

The Commuter Rail Division of the Regional Transportation Authority (“Metra”) is a grantee of USDOT and is firmly committed to a policy of non-discrimination in the conduct of its business, including the procurement of goods and services. Metra originally adopted a comprehensive DBE policy by ordinance in 1984 (CRB 84-42) and adopted revised DBE policies in 1989 (MET 89-5) and 1999 (MET 99-15). With the revised federal DBE regulations, Metra submitted an update to its August 1999 DBE program in May 2012. Metra submitted its overall goal in August 2013.

The RTA last submitted an update to its DBE program to the FTA in July 2014, and the DBE Triennial goal will be submitted in 2016.

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

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

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

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

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

Title VI Documentation

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

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

The certification review of CMAQ completed by FHWA and FTA in 2014 found the agency to be in compliance with civil rights requirements.

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

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

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

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

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

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

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

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

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

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

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

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

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

- c. Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees:** Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other Committees and working groups may consider transit-related issues on an incidental basis. Membership on these committees is specified in statutes or bylaws,

in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments. The composition of these boards and committees is:

- a. CMAP Board: 14 non-minority, 1 minority
- b. MPO Policy Committee: 17 non-minority, 2 minority
- c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
- d. Transportation Committee: 25 non-minority, 3 minority
- e. CMAQ Project Selection Committee: 7 non-minority

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

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

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

Procedures to address mobility needs of minority populations: The mobility needs of minority populations were identified and considered in the GO TO 2040 plan and update, adopted in October 2014. GO TO 2040 serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. First, an early step in plan development was the creation of the Regional Vision, which lays out the region's goals for 2040. This document includes vision statements in a number of areas, including equity. The language in the Regional Vision related to equity is as follows:

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

The GO TO 2040 plan also includes an introductory chapter titled "Challenges and Opportunities" which provides a framework for the plan's topical recommendations. This chapter describes the problems created by inequitable access to opportunity, recognizes that the region currently faces significant challenges in this area, and describes how these

problems can be addressed by planning for a better balance of jobs and housing and also addressing education, workforce development, and health systems. These solutions are reflected throughout the recommendation chapters that make up the remainder of the plan.

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

APPENDIX C

STAFF REQUIREMENT SUMMARY TABLE

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

<u>Agency</u>	<u>Person-Months</u>	<u>Person-Years</u>
CMAP	994	82.8
CDOT	82	6.8
Metra	48	4.0
CTA	48	4.0
Pace	24	2.0
Council of Mayors	192	16.0
RTA	14	1.2
Lake County	N/A	N/A

APPENDIX D

COST ALLOCATION PLANS

Council of Mayors

The Council of Mayor's program was given 100% FHWA PL funding (\$1,384,270) due to the flexible funding mechanisms of MAP-21.

CMAP

CMAP projects were given 83% FHWA PL funding (\$11,596,848) due to the flexible funding mechanisms of MAP-21, and 17% FTA Section 5303 funding (\$2,343,546).

Service Boards, City of Chicago, RTA, County

RTA, CTA, Metra, Pace and Lake County received FTA funds only (CTA - \$400,000; Metra - \$320,000; Pace - \$120,000; City of Chicago - \$660,000; RTA - \$80,000; and Lake County - \$200,000).

APPENDIX E

AUDIT REQUIREMENTS

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

APPENDIX F

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
AA	Alternatives analysis
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
ART	Arterial Rapid Transit
ASC	Adaptive Signal Control
BLRS	Bureau of Local Roads and Streets (Illinois Department of Transportation)
BRC	Belt Railway Company
BRT	Bus Rapid Transit
CAAP	Chicago Central Area Action Plan
CBD	Central Business District
CED	Center for Economic Development
CDOT	Chicago Department of Transportation
CMAQ	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program begun in ISTEA, continuing through FAST.
CMP	Congestion Management Process
CMS	Congestion Management System
CN	Canadian National Railway
COD	Cargo Oriented Development
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail restructuring program.
CREOP	Chicago Rail Economic Opportunities Plan
CRL	Chicago Rail Link
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCD	Department of Community Development
DEIS	Draft Environmental Impact Statement
DOT	(United States) Department of Transportation
DPD	Department of Planning and Development
EA	Environmental Assessment
EDC	Every Day Counts Program
EECBG	Energy Efficiency and Conservation Block Grant Program
EIS	Environmental Impact Statement

EMME/4	Transportation modeling package used as CMAP's travel demand model.
EPA	(United States) Environmental Protection Agency
ETL	Extract Transfer Load
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act - the transportation authorization succeeding MAP-21. Signed into law December 4, 2015.
FFY	Federal Fiscal Year (October 1 – September 30)
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTE	Full Time Employee
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HOT	High Occupancy Toll
HPP	High Priority Project
HRT	Heavy Rail Transit
HUD	US Department of Housing and Urban Development
IDOT	Illinois Department of Transportation
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IPAs	Individual Project Agreements
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
LPA	Locally Preferred Alternative
LTA	Local Technical Assistance program
MAP-21	Moving Ahead for Progress in the 21st Century - the Federal transportation authorization for FFY 2013-2014.
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NICTD	Northwest Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte
NO _x	Nitrogen Oxide
NTD	National Transit Database

OEMC	Office of Emergency Management and Communications
PAC	Public Advisory Committee
PM _{2.5}	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less.
PPP	Public Private Partnership
RGTP	Regional Green Transit Plan
RTA	Regional Transportation Authority
RTOC	Regional Transportation Operations Coalition
RTP	Regional Transportation Plan - The region's long range transportation plan
RTSTEP	Regional Transportation Simulation tool for Evacuation Planning
SGR	State of good repair
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SSMMA	South Suburban Mayors and Managers Association
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the federal transportation authorization.
TAC	Technical Advisory Committee
TDM	Transportation Demand Management - strategies to relieve congestion without adding capacity
TERM	Transit Economic Requirements Model
TIF	Tax Increment Financing
TIP	Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
TMA	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules
TMC	Traffic Management Center
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
TSM	Traffic Signal Modernization
ULI	Urban Land Institute
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compound
WCMC	West Central Municipal Conference

APPENDIX G

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

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

CDOT	River North-Streeterville Transit Alternatives Study BNSF Little Village CDOT/CCT BRT System Network Plan Fulton/Randolph Traffic and Curbside Use Study
CMAP	Local Technical Assistance (LTA) Program Regional Trail User Assessment – Trails for Illinois
Counties	Cook County – Lincoln Highway Logistics Corridor Feasibility Study DuPage County – Elgin O'Hare Western Access Corridor Landscaping Project
CTA	Brown Line Core Capacity Expansion Red & Purple Line Modernization (RPM) Phase One Transit Oriented Development (TOD) Study Red Line Extension (RLE) Planning Western & Ashland Corridor BRT Alternatives Analysis & NEPA Chicago Lakefront Corridor Alternatives Analysis Blue Line Forest Park Branch Feasibility/Vision Study South Halsted Corridor Enhanced Bus Feasibility and Planning Study Red and Purple Modernization Phase Two Core Capacity Expansion
IDOT	Training Metropolitan Transportation Support Initiative Regional Green Transit Plan SSMMA IL-394/IL-1 Corridor Study

	MAP-21 Safety & Security Oversight Agency Program Southeast Commuter Rail Mass Transit District SSMMA Southeast Commuter Rail Service All-Hazards Transportation System Vulnerability Assessment & Response Plan Statewide Transit Plan ITS Architecture Illinois State Freight Advisory Committee (ISFAC) Illinois State Waterway Study Freight Study for South & Central Cook County Human Capital Implementation Plan O'Hare Western Access & Freight Grant Application Assistance Chicago – Oak Park Traffic Safety and Mobility Improvement Study Chicago Infrastructure Trust South Suburban Mayors and Managers Association I-57 Corridor Planning Wolf's Crossing - City of Oswego Road Widening Plan Vehicle Miles Traveled (VMT) Potential Intermodal User Fees Connected Vehicles Study
Joliet Arsenal Development Authority	Southwest Will County Transportation Management Association Start-up and Background Research Study
Pace	Local Planning Transit Assistance Milwaukee and Dempster Arterial Rapid Transit Pulse North Avenue Corridor Transportation Plan Regional Transit Signal Priority Project
RTA	Community Planning Program Green Transit Projects Regional Transit Customer Satisfaction Survey

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

Agency: Chicago Department of Transportation

Name of Project: BNSF Little Village Paseo Feasibility Study

Description of Planning Work: Planning study to determine the feasibility of constructing a shared-use trail on unused BNSF right-of-way in the Little Village neighborhood. The study will include traffic analysis/recommendations of 11 street crossings, draft design recommendations on the gateway areas and the trail alignment and preliminary cost estimates.

Resulting Product: Report

Performing the work: Parsons Brinckerhoff, the project consultant lead, under the supervision of CDOT

Time frame for completing the work: June 2016

The Cost of the Work: \$150,000

Source(s) of funds: TIF(s)

Name of Project: CDOT/CCT BRT System Network Plan

Description of Planning Work: Development of a route-level bus ridership demand model and preparation of a master plan for implementation of the next phases of BRT service in Chicago.

Resulting Product: 10 recommended corridors for potential BRT

Performing the work: Cambridge Systematics

Time frame for completing the work: Late 2015

The Cost of the Work: \$800,000

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

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

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

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

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

Time frame for completing the work: Estimated 4th Quarter 2016

The Cost of the Work: \$300,000

Source(s) of funds: TIF

Agency: Chicago Metropolitan Agency for Planning

Name of Project: Local Technical Assistance (LTA) Program

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

The LTA program is a series of individual projects across the region. By the end of FY 16, over 130 LTA projects had been completed and adopted, with 45 more actively underway. The most common types of projects are comprehensive plans, neighborhood or subarea plans, corridor plans, studies of housing supply and demand, and zoning revisions, among others. More information on the LTA program is available at www.cmap.illinois.gov/lta.

Requests for LTA projects are evaluated on a competitive basis. Local governments and community-based organizations submit applications during an annual call for projects. The

program is currently in its sixth year; during the first five years, approximately 500 applications were received by CMAP, with nearly 190 projects being selected for inclusion in the LTA program. Applications are prioritized based on consistency with GO TO 2040, feasibility, input from partners, and community need, among other factors.

Unfortunately, due to the uncertainty of the state budget, a new call for projects will not be held in spring 2016. Work will continue on projects that are already within the program, but new projects will not be solicited until there is more funding certainty.

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

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

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

The Cost of the Work: \$800,000, plus additional grants received in FY17

Source(s) of funds: U.S. Department of Housing and Economic Development, National Oceanic and Atmospheric Administration; Illinois Attorney General, Illinois Department of Transportation, Illinois Environmental Protection Agency; Cook County Department of Planning and Development; Chicago Community Trust, MacArthur Foundation

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

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

Resulting Product: Public report

Performing the work: CMAP staff and volunteers

Time frame for completing the work:

The Cost of the Work: \$12,050

Source(s) of funds:

Agency: Counties – Cook County

Name of Project: Lincoln Highway Logistics Corridor Feasibility Study

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

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

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

Timeframe for completing the work: 18-24 months

The cost of the work: \$225,000

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

Agency: Counties – DuPage County

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

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

Timeframe for completing the work:

The Cost of the Work: \$550,190

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

Agency: Chicago Transit Authority

Name of Project: Brown Line Core Capacity Expansion

Description of Planning Work:

This project is conceptual planning for a Brown Line Core Capacity project, including increased capacity at Kimball Yard, signal upgrades, and infrastructure realignments to improve travel time. To inform this project and other potential core capacity expansion projects, this study includes a system wide rail capacity analysis.

The need for this project is supported by increasing ridership on the Brown Line, correlating with population shifts and new development along the Brown Line. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch. The 2009 project did not include the key supporting infrastructure improvements proposed as part of this project.

This project includes a conceptual planning study for a proposed Lawrence Avenue Transit-Oriented Development project on existing facilities on or near Lawrence Avenue. This area includes Kimball Yard and maintenance facilities, Kimball Brown Line Station and the Kedzie Station as well as realignment of infrastructure in order to improve travel time.

Resulting Product: A study that will consider costs, benefits, funding strategies and preliminary planning for alignment and signal improvements on the branch and yard improvements at the terminal. The Lawrence Avenue Transit-Oriented Development Study part of the effort will determine if the potential new developments are compatible with these facilities. The system wide rail capacity analysis will document rail utilization and capacity across the entire CTA rail system.

Timeframe for completing the work: Q2 2018
Source(s) of funds: IL-80-0008 & IDOT: (TOD), IL-80-0010 & IDOT (System Capacity); (not including UWP funds)

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

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

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

Timeframe for completing the work: Q3 2018

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

Name of Project: Red Line Extension Planning

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

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

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

Resulting Product: The resulting product will be the Red Line Extension Draft EIS. CTA Strategic Planning is working with a consultant team to complete the Draft EIS.

Time frames for completing the work: Draft EIS is expected to be completed Q4 2016

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

Name of Project: Western & Ashland Corridor BRT Alternatives Analysis & NEPA

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

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

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

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

Timeframe for completing the work: To be determined pending additional analysis

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

Name of Project: Chicago Lakefront Corridor Alternatives Analysis

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

Resulting Product: The resulting product will be proposals with sufficient detail to define projects eligible and worthy for moving into further project development, or design and construction, if so warranted. The projects will contain estimated costs of construction,

operations and maintenance, and expected transportation and community benefits. CTA Strategic Planning is advising a consultant team and performing the work.

Timeframe for completing the work: Q4 2017

Source(s) of funds: Federal 5339 Alternatives Analysis

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

Description of Planning Work: The CTA continues this study to plan for the 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 Phase 1 Environmental Impact Statement (EIS) Studies from Racine to Kostner and from Cicero to Mannheim.

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.

Timeframe for completing the work: Study to be completed in Q2 2017, in coordination with IDOT I-290 EIS Study.

Source(s) of funds: Federal 5310; Other federal

Name of Project: South Halsted Corridor Enhanced Bus Feasibility and Planning Study

Description of Planning Work:

The purpose of this project is to assess alternatives and feasibility for enhanced bus infrastructure improvements along the South Halsted Corridor, which is a major north-south arterial transit corridor on the far South Side that CTA and Pace have identified as a high priority for improved transit service. Improvements along this corridor could achieve significant travel time savings for the more than 98,000 residents within a half-mile of the

corridor and the nearly 13,000 daily transit customers who travel on CTA or Pace buses along the corridor.

While long-term planning work on the transformational Red Line Extension project continues, investing in relatively low-cost, high-impact bus improvements along this corridor will enhance livability and support economic development in existing communities by reducing travel times and reinforcing links to regional employment and educational opportunities. Additionally, Pace has identified the South Halsted Corridor between the 95th St. Red Line Station and Harvey Transportation Center, as a priority corridor in the agency's Pulse Arterial Rapid Transit (ART) Program.

The South Halsted Corridor is defined by the Harvey Transportation Center to the south and CTA's 79th Street Red Line station to the north. Current CTA bus service along the corridor provides connections to Red Line Stations at 95th and 79th Street while Pace services provide connections to the 95th Street Red Line Station, Metra Electric Line West Pullman and Harvey Stations and the Pace Harvey Transportation Center.

Resulting Product: This project will provide a comprehensive assessment of service patterns for the shared use of the corridor by CTA and Pace, and an evaluation of various infrastructure and transit service improvements that can be applied along the entire corridor.

Timeframe for completing the work: To Be Determined

Source(s) of funds: Requested UWP FY 2017 funds

Name of Project: Red and Purple Modernization Phase Two Core Capacity Expansion

Description of Planning Work: The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next Phase of the Red and Purple Modernization (RPM) Core Capacity program, which is being delivered in phases in order to bring improvements sooner to the people who rely on the CTA Red and Purple lines. The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's effort to enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project.

This project to determine the scope of RPM Phase Two is necessary to identify the elements of the RPM Program that need to be pursued next, as a follow on to the success of RPM Phase One, which is the first Core Capacity project in the country to be rated and entered into the Engineering Phase of the FTA's Capital Investment Grant Program.

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

Timeframe for completing the work: To Be Determined

Source(s) of funds: Requested FY 2017 UWP funding

Name of Project: Bus Slow Zone Elimination Program

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

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

The study area covers the extents of current CTA bus service on the following five corridors: 79th Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue.

Resulting Product: A final project report that includes an analysis of existing conditions as well as recommendations, planning level design concepts, and cost estimates for transit-priority improvements and other modifications to the right-of-way in ‘slow zones’ along the project’s five study corridors. CTA Service Planning and CDOT Engineering will be advising a consultant team and performing the work.

Timeframe for completing the work: To be determined pending additional analysis

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

Agency: Illinois Department of Transportation

Name of Project: Training

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

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Source(s) of funds:

Name of Project: Metropolitan Transportation Support Initiative (METSI)

Description of Planning Work: In FY 2015, the University of Illinois at Chicago through their Urban Transportation Center will receive a four- year extension on the FY 2011 agreement that provides technical assistance to metropolitan areas throughout Illinois on transportation efficiency, safety, traffic congestion, air quality, economic development and smart growth issues facing urban areas. Funding in FY 2015 is requested for FY 15 and FY 16.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Name of Project: Regional Green Transit Plan [PLAN]

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

Resulting Products: Regional Green Transit Plan

Performing the work: RTA

Timeframe for completing the work: N/A

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: South Suburban Mayors & Managers Assoc. 11-394/IL-1 Corridor Study

Description of Planning Work: The agreement with the South Suburban Mayors and Managers Association (SSMMA) was executed on 10/4/13 and is effective until 6/30/17 to conduct the land use economic development study along IL Route 394.

Resulting Products: Land Use Economic Development Study

Performing the work: Consultant

Timeframe for completing the work: June 30, 2017

The cost of the work: N/A

Source(s) of funds: N/A

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

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

Resulting Products: Safety and Security Review Findings

Performing the work: N/A

Timeframe for completing the work: June 30, 2017

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: Southeast Commuter Rail Mass Transit District

Description of Planning Work: An agreement with the Southeast Commuter Rail Mass Transit District was executed on 10/4/13 to conduct transportation corridor mapping. The agreement is effective until 6/30/18.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Source(s) of funds: N/A

Name of Project: All-Hazards Transportation System Vulnerability Assessment & Response Plan

Description of Planning Work:

Formerly known as the Climate Change Adaptation Plan. Prairie Engineers of Illinois has been working closely with the Department to development of an asset inventory and all-hazards resiliency plan. This plan includes an in-depth review and cleanup of the departments GIS files and looks to create a Vulnerability Index to prioritize assets that need immediate attention in order to keep level of service, statewide. A time only extension is anticipated during or before FY17.

Resulting Products: Asset Vulnerability Assessment and Recommendations

Performing the work: Prairie Engineers of Illinois and TranSystems

Timeframe for completing the work: Early calendar year 2017

The cost of the work: N/A

Name of Project: Statewide Transit Plan

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

Resulting Products: Statewide Transit Plan

Performing the work: TranSystems

Timeframe for completing the work: December 31, 2016

The cost of the work: N/A

Name of Project: ITS Architecture

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

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

Resulting Products:

Performing the work: TranSmart Technologies

Timeframe for completing the work: June 12, 2018

The cost of the work: \$804,377

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

Description of Planning Work:

The Prime agreement has been executed with Parsons Brinckerhoff through PTB No. 170-023. This contract is effective for two years with a start date of 4/14/14. An amendment has been executed that extends this contract to 4/13/2018. Through the issuance of work orders, the consultant will provide technical support for statewide planning and programming data analysis; conduct research support; provide training; prepare strategic guidance and policy recommendations and assist in ensuring the department is in line with federal and state regulations.

Resulting Products: N/A

Performing the work: Parsons Brinckerhoff and ISFAC

Timeframe for completing the work: April 13, 2018

The cost of the work: N/A

Name of Project: Illinois State Waterway Study

Description of Planning Work: The Department will study the resources needed to improve and maintain ports and waterway connections in order to maximize return-on-investment for freight shipping in and out of Illinois. This study could include analysis of a number of aspects

related to the marine transportation system in Illinois included but not limited to long range planning infrastructure improvements and emerging navigation technologies.

Resulting Products: N/A

Performing the work: N/A

Timeframe for completing the work: N/A

The cost of the work: N/A

Name of Project: Sustainability Scorecard Plan

Description of Planning Work: An agreement will be executed with the University of Illinois Chicago's College of Urban Planning and Policy in the 1st quarter of FY 15. The agreement is currently being drafted by the Bureau of Business Services.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Freight Study for South and Central Cook County

Description of Planning Work: An agreement with Cook County should be executed during the 1st quarter of FY 2015.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Human Capital Implementation Plan

Description of Planning Work: An agreement will be executed with the University of Illinois Chicago's College of Urban Planning and Policy in the 1st quarter of FY 15. The agreement is currently being drafted by the Bureau of Business Services.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: O'Hare Western Access and Freight Study

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

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Grant Application Assistance

Description of Planning Work: An agreement has not been executed during FY 2014

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Name of Project: Illiana Impact on Local Communities

Description of Planning Work: With the construction of the Iliana Expressway, the transportation system in Will County is impacted on the community level. The communities will study the impact on their community's transportation systems and how it relates to the overall impact to Will County.

Resulting Products:

Performing the work:

Timeframe for completing the work:

The cost of the work:

Agencies: Joliet Arsenal Development Authority

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

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

Resulting Products: Final Report integrating the aforementioned research

Performing the work: Reuttiger, Tonelli & Associates

Time frame for completing the work: June 2016

The Cost of the Work: \$200,000

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

Agency: Pace

Name of Project: Local Planning Transit Assistance

Description of Planning Work: This Grant will allow Pace to do market analysis and service planning for three study areas including: Route 573 Green Bay Road, Barrington Road and Woodridge Park-n-Ride.

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

Performing the work: Pace service planning with consultant help.

Timeframe for completing the work: 10-12 months

The cost of the work: \$150,000

Source(s) of funds: RTA funds

Name of Project: Milwaukee and Dempster Arterial Rapid Transit Pulse

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

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

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

Performing the work: Pace Suburban Bus

Time frame for completing the work: It is estimated that ART operation on Milwaukee Avenue may start in the 3rd Q 2016; it is estimated that ART operation on Dempster Street may start in the 3rd Q of 2018

The Cost of the Work: The cost of the Preliminary engineering and project support services has been estimated at between \$2 and \$3.3 million; the Capital Cost of the Milwaukee Avenue ART has been estimated between \$15 and \$20 million; the Capital Cost of the Dempster Street ART has been estimated between \$25 and \$40 million.

Source(s) of funds: Preliminary Engineering will be funded from Pace's general funds and well as various grants. CMAQ funds have been identified for the Milwaukee Avenue Corridor.

Name of Project: North Avenue Corridor Transportation Plan

Description of Planning Work: The main goal is to develop a transportation and economic development plan for the North Avenue (IL-64) Corridor. This will entail the implementation of a public involvement plan to solicit public comments from the corridors residents, business owners, and transit users. The final objective would be to improve public transit efficiency and connectivity throughout the corridor.

Resulting Products: Transportation Improvement Plan

Performing the work: Pace Suburban Bus with consultant assistance

Timeframe for completing the work: 12 months

The cost of the work: \$200,000

Source(s) of funds: RTA Funds

Name of Project: Regional Transit Signal Priority Project

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

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

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

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

The Cost of the Work: \$40 million

Source(s) of funds: Multiple sources

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 local governments an opportunity to participate in the planning of local transportation, transit and transit-related opportunities. Services offered include the creation of transit-oriented development plans, local transit improvement plans for bus and rail, and integrated transportation and land use plans.

A total of nine (9) Community Planning projects were approved for inclusion in the 2016 program, seven (7) of which are not utilizing UWP planning funding:

1. Olympia Fields TOD Zoning Update
2. Morton Grove TOD Zoning Update
3. Calumet Park Developer Panel
4. Des Plaines Developer Panel
5. DuPage County DOT Last Mile Transit Planning
6. Morton Grove Developer Panel
7. CTA – 79th Street and Chicago Avenue Slow Zone Improvements

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

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

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

Time frame for completing the work: The seven projects listed above are expected to be completed by June 30, 2017

The Cost of the Work: \$559,000.

Source(s) of funds: RTA \$459,000; Local Match \$100,000

Name of Project: Green Transit Projects

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

1. Bus Route Flooding Resiliency Plan
2. CTA and Metra Wayside Energy Storage Assessment
3. Metra Locomotive Alternative Fuel Study

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

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

Time frame for completing the work: The three projects listed above are expected to be completed by June 30, 2017.

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

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

Name of Project: Regional Transit Customer Satisfaction Survey

Description of Planning Work: The purpose of the project is to update the established regional customer satisfaction measurement program. The project will include conducting a survey in October 2016 on a sample of riders of CTA, Metra, and Pace passengers, and conducting analyses of the survey results. Each Service Board will use a survey form that will consist of a set of core and regional satisfaction questions, a set of identification questions to establish a respondent's bus group or rail line, and a limited number of demographic questions.

Resulting Products: Survey results and analysis

Performing the work: Consultant. RFP will be issued in May 2016.

Timeframe for completing the work: July 2016 – July 2017

Cost of the work: TBD

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

APPENDIX H

UWP DEVELOPMENT PROCESS

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

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

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

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selected through a competitive process. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the 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 FY17 UWP awarded \$17 million in federal funding, along with the required 20 percent of local matching funds, resulting in over \$18 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$17,104,664 in federal funding under the FY 17 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, RTA, and Kane County.

Section 2: Competitive

During the April 7, 2016 UWP Committee meeting, the Committee unanimously voted to award a higher share of funding to CMAP to remain operational, rather than fund other competitive projects. Competitive projects were evaluated and ranked, but no funding was appropriated. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will revisit the budget and determine the feasibility of reconsidering competitive UWP applications.

The FY17 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY17 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2017 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 expenditure of the annual federal metropolitan planning funds received by 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 process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and also complete four short narrative sections to detail work status, progress, products, and short term future objectives. This process of progress reporting has begun to cover projects funded starting in FY 2008. Reports are completed by the close of each month following the close of each quarter, or October, January, April, and July.

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



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

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