

CMAP



UWP for Transportation Unified Work Program



Northeastern Illinois
Fiscal Year 2013

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

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

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

Table of Contents

SECTION 1: Executive Summary	4
SECTION 2: Major Scheduled Projects	15
SECTION 3: Detailed Work Program by Recipient Agency	27
CMAP MPO Policies	28
CTA	39
Program Development.....	40
Red Line Extension – Environmental Impact Statement.....	43
Red and Purple Modernization – Environmental Impact Statement	46
Forest Park Blue Line Reconsturction and Modernization Planning	49
City of Chicago	52
Transportation Planning and Programming.....	53
Chicago Bus Rapid Transit Master Plan	56
Council of Mayors	60
Programming and Management.....	61
Counties	64
Transportation Plan	65
Metra	69
Program Development.....	70
Pace	73
Rideshare Services Program	74
Corridor Development Implementation.....	77
RTA	80
I-90 Corridor Bus Enhancements Planning	81
RTA Capital Decision Prioritization Tool.....	84
Appendix	88

FY 2013 UWP APPENDICES

- A** SOURCES OF LOCAL MATCH
- B** CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS
- C** STAFF REQUIREMENT SUMMARY TABLE
- D** COST ALLOCATION PLANS
- E** AUDIT REQUIREMENTS
- F** ACRONYM LIST
- G** NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES
- H** UWP DEVELOPMENT PROCESS
- I** FY 2013 UWP MONITORING AND REPORTING

Section 1: Executive Summary

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2013 (FY 13) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$18,761,805 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2013 UWP programs \$14,847,734 in FHWA/FTA funds and \$3,914,071 in state or local sources to provide for the necessary matching funds.

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

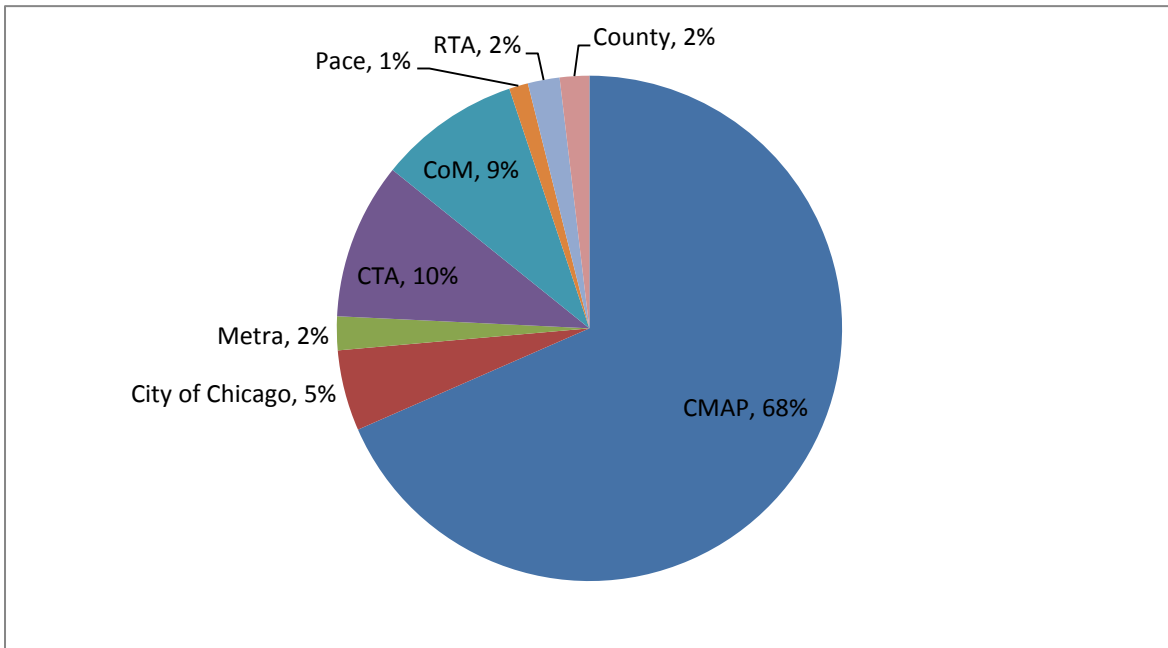
The FY 13 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2012 through June 30, 2013. The UWP Committee developed the FY13 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 13 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP. FY 13 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Cook County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Funding by Agency

Figure 1 shows the share of FY 13 UWP funds programmed to each agency.

Figure 1: FY 13 UWP- Share of Funds by Agency



CMAP is receiving 68% of the new FHWA PL and FTA section 5303 funds to implement the region’s long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, Pace, and RTA are receiving 10%, 2%, 1%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA was awarded \$1.485 million to advance planning work on the Red Line, the Red and Purple Line and the Forest Park Blue Line. Pace received funding for the Corridor Development Implementation. The RTA received funding for planning of the I-90 Corridor Bus Enhancements Project and the RTA Capital Decision Prioritization Tool.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and development of the Chicago Bus Rapid Transit Master Plan.

The Regional Councils of Mayors are receiving 9% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL’s also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Cook County is receiving 2% of the funds, for their County Long Range Transportation Planning program.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	917,936	9,243,224	2,540,290	12,701,450
	CMAP Total	917,936	9,243,224	2,540,290	12,701,450
CTA	Program Development	300,000		75,000	375,000
CTA	Red Line Extension - Environment Impact Statement	414,000		103,500	517,500
CTA	Red and Purple Modernization - Environmental Impact Statement	414,000		103,500	517,500
CTA	Forest Park Blue Line Reconstruction and Modernization Planning	360,000		90,000	450,000
	CTA Total	1,488,000	-	372,000	1,860,000
City of Chicago	Transportation and Programming	560,000		140,000	700,000
City of Chicago	Chicago Bus Rapid Transit Master Plan	208,000		52,000	260,000
	City of Chicago Total	768,000	-	192,000	960,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,348,174	539,181	1,887,355
	Council of Mayors Total		1,348,174	539,181	1,887,355
County of Cook	Transportation Plan	280,000		70,000	350,000
	Counties Totals	280,000	-	70,000	350,000
Metra	Program Development	320,000		80,000	400,000
	Metra Totals	320,000	-	80,000	400,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Corridor Development Implementation	120,000		30,000	150,000
	Pace Totals	180,000	-	45,000	225,000
RTA	I-90 Corridor Bus Enhancements Planning	240,000		60,000	300,000
RTA	RTA Capital Decision Prioritization Tool	62,400		15,600	78,000
	RTA Totals	302,400	-	75,600	378,000
	FY 13 UWP Total	4,256,336	10,591,398	3,914,071	18,761,805

Funding by Program Category

The FY13 UWP is divided into six major program categories, as another way of describing the breadth of work involved. The program categories are briefly described below. Figure 2 shows the allocation of total FY13 UWP funds by category, and Table 2 shows how each project breaks out by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the type of work to be accomplished with these funds.

1. Regional Transportation Planning

This program category comprises the research, analysis, and regional coordination necessary to produce the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. GO TO 2040, the comprehensive regional plan for northeastern Illinois, was adopted by the MPO Policy Committee and CMAP Board in October 2010. The budget for this program category totals \$1,671,636, or 9% of the total UWP.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this program category totals \$3,373,667, or 18% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan GO TO 2040 fall within this category. The budget for this category totals \$4,140,446 or 22% of the total UWP.

4. Transportation Planning Data/Model Development

The projects in this category are focused on the collection, display and dissemination of primary and secondary data related to transportation and demographics. These projects provide the technical tools and basic data for the region's transportation planning and plan implementation efforts. The budget for this category totals \$4,033,730 or 22% of the total UWP.

5. Special Studies

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

environmental and other issues are properly addressed in the region's transportation plan. The budget for this category totals \$2,081,595 or 11% of the total UWP.

6. Subregional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$3,662,480, or 20% of the total UWP.

Figure 2: Share of FY 13 Funds by Category

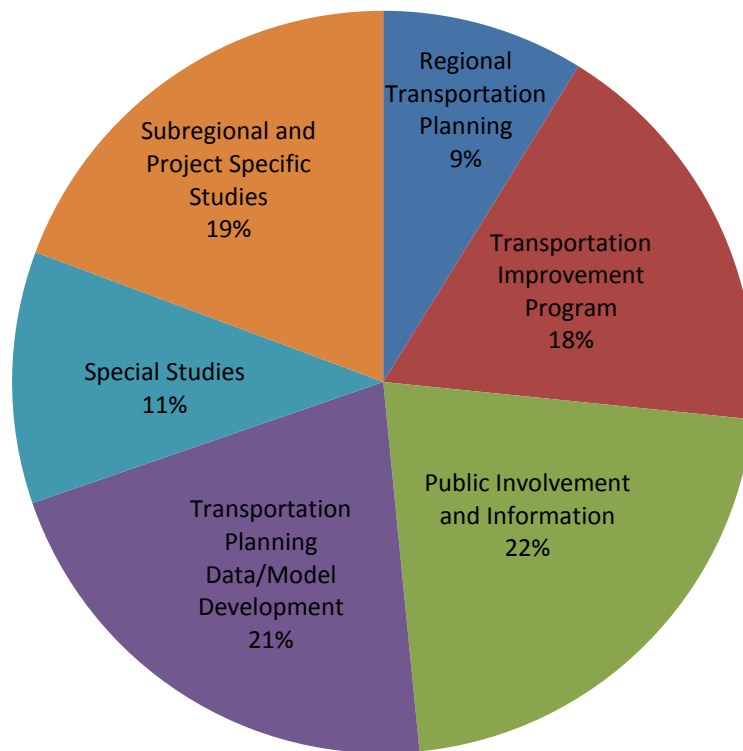


Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
CMAP	MPO Activities	12,701,450	1,192,165	1,630,990	3,115,240	3,323,730	1,928,595	1,492,480
CTA	Program Development	375,000		225,000	150,000			
CTA	Red Line Extension - Environment Impact Statement	517,500						517,500
CTA	Red and Purple Modernization - Environmental Impact Statement	517,500						517,500
CTA	Forest Park Blue Line Reconstruction and Modernization Planning	450,000						450,000
City of Chicago	Transportation and Programming	700,000	70,000	350,000	70,000			210,000
City of Chicago	Chicago Bus Rapid Transit Master Plan	260,000				260,000		
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,887,355	377,471	943,677	566,206			
County of Cook	Transportation Plan	350,000			175,000			175,000
Metra	Program Development	320,000	32,000	224,000	64,000			
Pace	Rideshare Services Program	75,000					75,000	

Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	Subregional and Project Specific Studies
Pace	Corridor Development Implementation	150,000				150,000		
RTA	I-90 Corridor Bus Enhancements Planning	300,000				300,000		300,000
RTA	Capital Tool	78,000					78,000	
Total		18,681,805	1,671,636	3,373,667	4,140,446	4,033,730	2,081,595	3,662,480
Percentage of Total			9%	18%	22%	22%	11%	20%

Brief Synopses of FY 2013 Recommended UWP Projects

Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$12,701,450
<p>MPO Activities</p> <p>Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	\$12,701,450
Chicago Transit Authority (CTA)	Agency Total: \$1,860,000
<p>Program Development</p> <p>Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	\$375,000
<p>Red Line Extension – Environment Impact</p> <p>Purpose: The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).</p>	\$517,500
<p>Red and Purple Line Modernization – Environmental Impact Statement</p> <p>Purpose: The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. This project would complement the ongoing planning and environmental studies and processes.</p>	\$517,500
Forest Park Blue Line Reconstruction and Modernization Planning	

Purpose: The purpose of this project is for the preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction.	\$450,000
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City of Chicago	Agency Total: \$960,000
Transportation and Programming Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	\$700,000
Chicago Bus Rapid Transit Master Plan Purpose: The purpose of this project is to identify and prioritize future opportunities for Bus Rapid Transit Improvements in Chicago	\$260,000

Council of Mayors	Agency Total: \$1,887,355
Subregional Transportation Planning, Programming and Management Purpose: The purpose is to provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	\$1,887,355

Cook County	Agency Total: \$350,000
Transportation Plan Purpose: The purpose is to provide for the ongoing development and maintenance of the Cook County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$350,000

Metra	Agency Total: \$400,000
Program Development Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs	\$400,000

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.	
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Pace	Agency Total: \$225,000
Rideshare Services Program Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants.	\$75,000
Corridor Development Implementation Purpose: This project involves corridor development to improve the efficiency of transit operations and establish long term coordination between transit and land use in support of Go To 2040. The project creates integration of several Pace programs including The Arterial Bus Rapid Transit (ART), regional corridors, Transit Signal Priority (TSP), Posted stops and transit oriented development. The project will allow for incremental development of 24 regional arterials and ART corridor network through implementation of TSP and posted stops.	\$150,000

Regional Transportation Authority (RTA)	
I-90 Corridor Bus Enhancements Planning Purpose: The purpose of the project planning is for mid-term and long-term bus enhancements to complement and leverage bus service improvements and managed lane facility planned as part of the I-op ISTHA reconstruction project. Supporting agencies are Pace and the Illinois State Toll Highway Authority.	\$300,000
RTA Capital Decision Prioritization Tool Purpose: RTA is developing the Capital Decision Prioritization Support Tool (the Decision Support Tool) to assist the Service Boards as they annually prepare their respective capital program needs to manage day-to-day operations and obtain a State of Good Repair. The Decision Support Tool will serve to assist the RTA in establishing a process for the evaluation of long range planning items, such as major system enhancement and expansions. The Decision Support Tool will be founded on FTA's existing TERM model and will utilize the Maintain, Enhance and Expand criteria, and scoring process developed by the RTA in coordination with Service Board staff.	\$78,000

Section 2: Major Scheduled Projects

The projects included in the UWP will result in the development of a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2013. 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 2013. This list is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of tasks and products associated with each work element.

Work Element/Project	Product	Product Type	Completion Date
<u>Chicago Metropolitan Agency for Planning</u>			
Communications and Outreach	Printed Materials: Fact sheets	Outside distribution	Ongoing
	Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
	Printed Materials: Brochures and flyers	Outside distribution	Ongoing
	Educational Events / Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/ Program	Ongoing
	Educational Events / Training Sessions: Participation in local Latino events to communicate about GO TO 2040	Plan/ Program	Ongoing
	Educational Events / Training Sessions: Water 2050 forums	Plan/ Program	Ongoing
	Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
	Web Development and Design: content tightly related to GO TO 2040 priorities	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
Congestion Management Process	RTOC/ Freight Analysis	In-House	Ongoing
	RTOC: Forum	Outside distribution	June 2013
	Freight Policy Report	Outside distribution	June 2013
	Performance Monitoring: Update	In-House	Ongoing
	Congestion Management Strategy:	Outside distribution	June 2013
	Implement 4 technical Soles and Spokes Workshops	Outside distribution	Ongoing
	Bicycle and Pedestrian Transportation Planning:	In-House	Ongoing
	PL Data Collection	Outside distribution	Ongoing
	ROTC support	Outside distribution	Ongoing
	Regional ITS Plan and Architecture Update	Outside Distribution	Ongoing
	RTOC/ Freight Analysis	In-House	Ongoing
	RTOC: Forum	Outside distribution	June 2013
Data Sharing and Warehousing	MetroPulse Local	Outside distribution	June 2013
	MetroPulse Workforce	Outside distribution	June 2013
	MetroPulse Transportation	Outside distribution	June 2013
	MetroPulse Data Sharing Hub	Outside distribution	June 2013
	Data Visualization for Planners	In-house	June 2013
	Online Map Gallery	Outside distribution	June 2013
Information Technology	Functional interface between agency workstations, internal	In-house	Ongoing

Work Element/Project	Product	Product Type	Completion Date
Management	storage area network, and CMAP Web services		
	Office technology systems	In-house	Ongoing
	Wiki/ CMS Intranet for internal network	In-house	Ongoing
	Support of Web-based data dissemination applications	Outside distribution	Ongoing
	Support of model development applications	Outside distribution	Ongoing
	Support of GIS applications and databases	Plan/ Program	Ongoing
	Business continuity planning	In-house	Ongoing
	Support of Web-based Regional Data Archive	Outside distribution	Ongoing
	Internal Systems Audit	In-house	Ongoing
Local Planning Support	Selection of new technical assistance projects and grants	Plan/ Program	October
	Call for new technical assistance applications	Outside distribution	May
	Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
	Updated compendium of plans	Outside distribution	October
	Municipal survey, including analysis	Outside distribution	October
	Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing
	Model plans and ordinances (3 completed in FY 13)	Outside distribution	Ongoing
	Initiation and completion of Local Technical Assistance projects (approximately 20 projects per year, funded through combination of HUD and UWP)	Plan/ Program	Ongoing
Policy Development	Federal and State Legislative Agenda	Outside distribtuion	January 2013

Work Element/Project	Product	Product Type	Completion Date
	Staffing of CMAP Committee Structure	In-house	Ongoing
	Development of Coordinated Process for Performance Based Evaluation Criteria for Funding Allocation Decisions	Outside distribution	Ongoing
	Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Outside distribution	Ongoing
	Congestion Pricing Analytical and Marketing Piece and Coordinated Outreach Campaign	Outside distribution	August 2012
	Strategic Planning for GO TO 2040 Institutional Freight Recommendations	In-House	July 2012
	Regional Freight Policy Analysis as Defined through GO TO 2040 and strategic planning	Outside distribution	Ongoing
	Analysis of the Region's TIP and Alignment to GO TO 2040 Plan	In-house	July 2012
	Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
	Policy Analysis of Potential Regional Transportation Capital Revenue Sources including Value Capture and Other Innovative Financing	Outside distribution	December 2012
	Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
	Industry Cluster Drill Downs-Freight and Logistics-Dissemination and Outreach of Report	Outside distribution	Ongoing
	Industry Cluster Drill Down-Report on Freight and Advanced Manufacturing	Outside distribution	January 2013
	Continued Regional Coordination on Transportation	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	and Innovation Performance Metrics		
	Continued Analysis of Transportation, Land Use, Environmental and Climate Change Impacts	Outside distribution	Ongoing
Regional Information and Data Development	Transit Modernization Model	In-house	June 2013
	Regional Network Microsimulation Model	In-house	June 2014
	Macroscopic Freight Model	In-house	June 2014
	Conformity Analysis	Plan/ Program	bi-annual
	2040 Socioeconomic Forecasts	Plan/ Program	June 2014
	External Data Requests	Outside distribution	Ongoing
	GO TO 2040 Indicators	Plan/ Program	June 2014
Transportation Improvement Program	TIP modifications, amendments and financial marks reports	Plan/ Program	Ongoing
	Active program management reports	Outside distribution	Ongoing
	Obligation report	Outside distribution	November 2012
	TIP map and dashboards	Outside distribution	Ongoing
	TIP training sessions	Outside distribution	Ongoing
	Conformity analysis and documentation	Outside distribution	Biannually
	Tier II Consultation decision documentation	Outside distribution	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	TIP database updates	Plan/ Program	Biannually
	Analyses of regulatory changes	In-house	Ongoing
	TIP programmer update newsletter	Outside distribution	Quarterly
	FFY 2012-2017 TIP and documentation	Outside distribution	October 2012
	TIP summary brochures and public tools	Outside distribution	Ongoing
	CMAQ and STP status reports	Outside distribution	Ongoing
	CMAQ program management recommendations	Outside distribution	Ongoing
<u>CTA</u>			
Program Development	Annual Report	In-house	June 2012
	TIP Update	In-house	07/ 18/ 12
	TIP Update	In-house	08/ 29/ 12
	TIP Update	In-house	10/ 31/ 12
	TIP Update	In-house	01/ 02/ 13
	TIP Update	In-house	03/ 01/ 12
	TIP Update	In-house	04/ 01/ 12
	TIP Update	In-house	06/ 01/ 12

Work Element/Project	Product	Product Type	Completion Date
Red Line Extension - Environmental Impact Statement	Environmental Documentation	Outside distribution	06.01.2013
	Public Participation Materials	Outside distribution	12-31-2012
Red and Purple Modernization - Environmental Impact Statement	Interim Environmental Documentation	Outside distribution	12.31-2012
	Public Participation Materials	Outside distribution	6.1.2013
Forest Park Blue Line Reconstruction and Modernization Planning	Financial Plan	In-house	10/ 1/ 2013
	Service Designs	Outside distribution	10/ 1/ 2013
	Facility Needs	Outside distribution	10/ 1/ 2013
<u>City of Chicago</u>			
Transportation Planning and Programming	Interaction with elected officials	Outside distribution	6/ 30/ 13
	Interaction with public	Outside distribution	6/ 30/ 13
	Interaction with other agencies	Outside distribution	6/ 30/ 13
	Capital Improvement Program	Plan/ Program	6/ 30/ 13
	Planning studies	In-house	6/ 30/ 13

Work Element/Project	Product	Product Type	Completion Date
	Fiscally constrained TIP (CDOT portion)	Plan/ Program	6/ 30/ 13
	Data collection / database development	In-house	6/ 30/ 13
Chicago Bus Rapid Transit Master Plan	Data Collection Technical Memorandum (with accompanying DVD-Rom of collected data) - Tasks 1 & 2	In-house	Month 3
	Briefing Report on Potential BRT Evaluation Criteria - Task 3	Outside distribution	Month 5
	BRT recommended BRT Level of Service Report and Map - Task 4	In-house	Month 6
	Technical Memo on selection of service corridors for evaluation - Task 5	In-house	Month 8
	Chicago BRT Implementation Master Plan - Technical Report - Tasks 6 & 7	Plan/ Program	Month 12
	Chicago BRT Implementation Master Plan - Recommendation Report - Task 8	Plan/ Program	Month 12
<u>Council of Mayors</u>			
Subregional Transportation Planning, Programming and Management	Surface Transportation Program	Plan/ Program	Ongoing
	Congestion Mitigation and Air Quality program	Plan/ Program	Ongoing

Work Element/Project	Product	Product Type	Completion Date
	Illinois Transportation Enhancement Program	Plan/ Program	Ongoing
	Safe Routes to School	Plan/ Program	Ongoing
	Other Federal and State Funding Programs	Plan/ Program	Ongoing
	Newsletters/ Annual Reports	Outside distribution	Ongoing
	Quarterly Reports	Outside distribution	Ongoing
	Other Plans/ Programs, as needed	Plan/ Program	Ongoing
	Other Reports, as needed	Outside distribution	Ongoing
<u>Counties</u>			
County of Cook	Project initiation	In-house Outside distribution	July 2012
	Existing conditions & deficiency analysis	Outside distribution	January 2013
	Socioeconomic & travel demand data/ forecasts	Outside distribution	June 2013
	Alternative improvement scenario development	Outside distribution	December 2013
	Scenario evaluation	Outside distribution	March 2013
	Preferred transportation alternative development	Outside distribution	August 2013
	Draft Plan development - compile strategies & prioritized lists of capital improvement	Plan/ Program	October 2013
	Financial analyses & implementation plan development	In-house Outside distribution	December 2013
	Public meetings, outreach & regional coordination	Outside distribution	Ongoing
	Final Plan and distribution	Plan/ Program	April 2014
<u>Metra</u>			
Program Development	Preliminary Program and	Outside distribution	9/ 15/ 2012

Work Element/Project	Product	Product Type	Completion Date
	Budget		
	Final Program and Budget	Outside distribution	11/ 15/ 2012
	TIP Submittal	Outside distribution	12/ 1/ 2012
	Public Involvement Briefing Materials	Outside distribution	10/ 1/ 2012
<u>Pace</u>			
Rideshare Services Program	Advertising	Outside distribution	6/ 31/ 13
	Promotional Items	Outside distribution	6/ 31/ 13
	Collateral materials	Outside distribution	6/ 31/ 13
Corridor Development Implementation	Hire Staff positions	In-house	1/ 13-3/ 13
	Integration of Pace programs for corridor development	In-house	5/ 13
	Posted stop coordination	In-house	5/ 13-12/ 13
	Corridor Development Plan	In-house	12/ 13
<u>RTA</u>			
I-90-Corridor Bus Enhancements Planning	Final Report	Plan/ Program	9/ 1/ 13
RTA Capital Decision Priorization Tool	Capital Decision Prioritization Support Tool – Enhance and Expand	In-House	12/ 30/ 2014

* The three types of products are:

- 1) officially endorsed or adopted plans and programs;

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

Section III: Detailed Work Program by Recipient Agency

CMAP MPO Policies

Project Title	Core MPO Activities
Sponsoring Agency	CMAP
FHWA/FTA Amount Requested	\$10,161,160
Local Match Amount	\$2,540,290
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$12,701,450

Description and Justification

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

Major Tasks:

1. See attached major tasks

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: involve local governments and coordinate planning activities with them; advances the coordination of transportation planning with land use and other planning; The GO TO 2040 plan, which was adopted in October 2010, is policy-based in nature, and implementing the plan requires closer examination and analysis of elements like innovative financing, tax policies, evaluation criteria, and the impacts of transportation upon land use and economic development. CMAP is responsible for communicating to the public and stakeholder groups all activities and priorities of the CMAP Board and MPO Policy Committee. CMAP is the

authoritative source for data and methods used for regional analysis. CMAP promotes online data sharing among MPO partners. Facile data sharing tools closes a significant gap in providing transparent decision making tools.

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

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

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

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

Is this project regional in scope? Please explain.

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

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

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

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

Illinois Department of Transportation

When does your annual fiscal year begin?

July 1

Products and Completion Schedule		
Product	Product Type	Completion Date
<u>Local Planning Support</u>		
Selection of new technical assistance projects and grants	Plan/Program	October
Call for new technical assistance applications	Outside distribution	May
Online case study library (continued expansion and functional improvements)	Outside distribution	Ongoing
Updated compendium of plans	Outside distribution	October
Municipal survey, including analysis	Outside distribution	October
Planning Commissioner trainings (held in partnership with APA-IL)	Outside distribution	Ongoing

Products and Completion Schedule		
Product	Product Type	Completion Date
Model plans and ordinances (3 completed in FY 13)	Outside distribution	Ongoing
Initiation and completion of Local Technical Assistance projects (approximately 20 projects per year, funded through combination of HUD and UWP)	Plan/Program	Ongoing
<u>Policy Development and Analysis</u>		
Federal and State Legislative Agenda	Outside distribtuion	January 2013
Staffing of CMAP Committee Structure	In-house	Ongoing
Development of Coordinated Process for Performance Based Evaluation Criteria for Funding Allocation Decisions	Outside distribution	Ongoing
Issue Briefs and Reports Related to Transportation Finance and Tax Policy	Ouside distribution	Ongoing
Congestion Pricing Analytical and Marketing Piece and Coordinated Outreach Campaign	Outside distribution	August 2012
Strategic Planning for GO TO 2040 Institutional Freight Recommendations	In-House	July 2012
Regional Freight Policy Analysis as Defined through GO TO 2040 and strategic planning	Outside distribution	Ongoing
Analysis of the Region's TIP and Alignment to GO TO 2040 Plan	In-house	July 2012
Serve on Outside Groups and Task Forces Related to the Implementation of GO TO 2040 Major Capital Projects	Outside distribution	Ongoing
Policy Analysis of Potential Regional Transportation Capital Revenue Sources including Value Capture and Other Innovative Financing	Outside distribution	December 2012
Submissions to CMAP's Policy Updates Blog	Outside distribution	Ongoing
Industry Cluster Drill Downs- Freight and Logistics- Dissemination and Outreach of Report	Outside distribution	Ongoing
Industry Cluster Drill Down- Report on Freight and Advanced Manufacturing	Outside distribution	January 2013
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

Products and Completion Schedule		
Product	Product Type	Completion Date
<u>Communications and Outreach</u>		
Printed Materials: Fact sheets	Outside distribution	Ongoing
Printed Materials: Reports and whitepapers	Outside distribution	Ongoing
Printed Materials: Brochures and flyers	Outside distribution	Ongoing
Educational Events / Training: Externally focused talks and forums to build support and awareness of GO TO 2040	Plan/Program	Ongoing
Educational Events / Training Sessions: Participation in local Latino events to communicate about GO TO 2040	Plan/Program	Ongoing
Educational Events / Training Sessions: Water 2050 forums	Plan/Program	Ongoing
Video: Video to describe activities at the intersection of livable communities and transportation, in support of GO TO 2040	Outside distribution	Ongoing
Web Development and Design: content tightly related to GO TO 2040 priorities	Outside distribution	Ongoing
Web Development: Support for customized TIP web data dissemination and collection	Outside distribution	Ongoing
<u>Regional Information and Data Development</u>		
Transit Modernization Model	In-house	June 2013
Regional Network Microsimulation Model	In-house	June 2014
Macroscopic Freight Model	In-house	June 2014
Conformity Analysis	Plan/Program	bi-annual
2040 Socioeconomic Forecasts	Plan/Program	June 2014
External Data Requests	Outside distribution	Ongoing
GO TO 2040 Indicators	Plan/Program	June 2014
<u>Data Sharing and Warehouse</u>		
MetroPulse Local	Outside distribution	June 2013
MetroPulse Workforce	Outside distribution	June 2013
MetroPulse Transportation	Outside distribution	June 2013

Products and Completion Schedule		
Product	Product Type	Completion Date
MetroPulse Data Sharing Hub	Outside distribution	June 2013
Data Visualization for Planners	In-house	June 2013
Online Map Gallery	Outside distribution	June 2013
<u>Transportation Improvement Program</u>		
TIP modifications, amendments and financial marks reports	Plan/Program	Ongoing
Active program management reports	Outside distribution	Ongoing
Obligation report	Outside distribution	November 2012
TIP map and dashboards	Outside distribution	Ongoing
TIP training sessions	Outside distribution	Ongoing
Conformity analysis and documentation	Outside distribution	Biannually
Tier II Consultation decision documentation	Outside distribution	Ongoing
TIP database updates	Plan/Program	Biannually
Analyses of regulatory changes	In-house	Ongoing
TIP programmer update newsletter	Outside distribution	Quarterly
FFY 2012-2017 TIP and documentation	Outside distribution	October 2012
TIP summary brochures and public tools	Outside distribution	Ongoing
CMAQ and STP status reports	Outside distribution	Ongoing
CMAQ program management recommendations	Outside distribution	Ongoing
<u>Congestion Management Process</u>		
RTOC/Freight Analysis	In-House	Ongoing
RTOC: Forum	Outside distribution	June 2013
Freight Policy Report	Outside distribution	June 2013
Performance Monitoring: Update	In-House	Ongoing
Congestion Management Strategy:	Outside distribution	June 2013
Implement 4 technical Soles and Spokes Workshops	Outside distribution	Ongoing

Products and Completion Schedule		
Product	Product Type	Completion Date
Bicycle and Pedestrian Transportation Planning:	In-House	Ongoing
PL Data Collection	Outside distribution	Ongoing
ROTC support	Outside distribution	Ongoing
Regional ITS Plan and Architecture Update	Outside Distribution	Ongoing
<u>Information Technology Management</u>		
Functional interface between agency workstations, internal storage area network, and CMAP Web services	In-house	Ongoing
Office technology systems	In-house	Ongoing
Wiki/CMS Intranet for internal network	In-house	Ongoing
Support of Web-based data dissemination applications	Outside distribution	Ongoing
Support of model development applications	Outside distribution	Ongoing
Support of GIS applications and databases	Plan/Program	Ongoing
Business continuity planning	In-house	Ongoing
Support of Web-based Regional Data Archive	Outside distribution	Ongoing
Internal Systems Audit	In-house	Ongoing

Summary Expense Breakdown	
Staff (including overhead) Cost	\$10,947,000
Total Person Months	882.00
Consultant Cost	\$43,250
Other Costs	\$1,711,200
Total Project Cost	\$12,701,450
Please specify the purpose of consultant costs and time line for expenditure: See attached description of Consultants	
Please specify the purpose of other costs: See attached description of Other Costs. Also attached is a breakdown by program	

CMAP BUDGET SUMMARY FOR FY 13 UWP

Program	Staff	Total Person Months	Consultant Cost	Other Costs	Total CMAP Cost
Local Planning	\$1,956,800	178.00	0	\$58,000	\$2,014,800
Policy Development and Analysis	\$2,269,700	157.50	0	\$72,000	\$2,341,700
Communications and Outreach	\$1,031,200	93.00	0	\$146,600	\$1,177,800
Regional Information and Data Development	\$1,499,000	136.00	\$43,250	\$320,300	\$1,862,550
Data Sharing and Warehousing	\$1,072,900	78.00	0	\$15,000	\$1,087,900
TIP	\$1,513,600	112.00	0	\$42,000	\$1,555,600
Congestion Management Process	\$1,110,700	90.00	0	\$30,200	\$1,140,900
Information Technology Management	\$516,700	42.00	0	\$1,003,500	\$1,520,200
TOTAL	\$10,970,600	886.50	\$43,250	\$1,687,600	\$12,701,450

CONTRACT DETAIL

Program	Purpose	Amount
<u>REGIONAL INFORMATION AND DATA ANALYSIS PROGRAM</u>		
Regional Network Microsimulation Model	This project will adapt a regional-scale dynamic traffic assignment (DTA) procedure to CMAP's activity-based demand modeling platform (CT-RAMP). This project is also consistent with and significantly benefits our Strategic Plan for Advanced Modeling at CMAP by improving the quality of level-of-service metrics that feedback into the demand estimation under GO TO 2040 strategies involving pricing and transit modernization.	\$43,250

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
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<u>COMMUNICATIONS AND OUTREACH</u>		
Web Support	Ongoing support for CMAP web page	\$75,000
Video	Development of video	\$15,000
<u>REGIONAL INFORMATION AND DATA ANALYSIS PROGRAM</u>		
Commercial Data Sets	Purchase of commercial data sources and mapping	\$300,000
<u>TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</u>		
Software Maintenance	Upgrades, fixes and various other necessary modifications required for TIP database	\$29,000
<u>CONGESTION MANAGEMENT PROCESS</u>		
Data Processing	Processing data collected for traffic count	\$10,000
<u>INFORMATION TECHNOLOGY</u>		
Software Maintenance/licenses	Annual fees	\$280,000
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$542,000
Equipment	New and replacement of computer equipment	\$75,000
Software	Purchase of new software	\$50,000

Major Tasks:

Local Planning

1. Technical assistance coordination.
2. Online case study library.
3. Compendium of plans and ordinances.
4. Municipal survey.
5. Planning Commissioner trainings.
6. Model plans, ordinances, and codes.
7. Management of Community Planning Program and other grants.
8. Plan and ordinance review.
9. Direct technical assistance to communities.

Policy Development and Analysis

1. Performance Based Evaluation Criteria for Highway and Transit Funding Decisions- Process Scoping, Research and Outreach, Convene Peer Exchange.
2. Monitoring and Policy Analysis of State and Federal Legislation.
3. Freight Policy- Internal Strategic Planning.
4. Freight Policy- Institutional and Financing Analysis.
5. Major Capital Project Technical Assistance, Aligning with GO TO 2040 Recommendations.

6. Congestion Pricing Analysis, Communications and Outreach.
7. Finalize and Communicate Expressway Based BRT Case Studies and Analysis Project.
8. Industry Cluster Drill Down Research and Analysis with a Focus on Freight, Logistics and Advanced Manufacturing.
9. Continuing Analysis of Innovative Financing for Transportation.
10. Continuing Analysis of State and Local Tax Policy.
11. Analysis of the Fiscal Impacts of Transportation and Land Use Decisions.
12. Analysis of Transportation and Environmental Impacts.
13. Continuing Research and Analysis for CMAP's Policy Updates Blog.

Communications and Outreach

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

Regional Information and Data Development

1. Advanced Transit Modernization Model Development
2. Regional Network Microsimulation Model Development
3. Macroscopic Freight Model Development
4. Travel and Activity Survey Program
5. Standard Travel and Emissions Modeling
6. Regional Analysis Inventories
7. Internal Data Library
8. External Data and Analysis Requests
9. Green Infrastructure Data Development
10. GO TO 2040 Indicator Tracking

Data Sharing and Warehousing

1. MetroPulse Architecture
2. MetroPulse: Local
3. MetroPulse: Transportation
4. MetroPulse: Workforce
5. MetroPulse: Data Sharing Hub
6. MetroPulse: Data Extract, Transform and Load

7. MetroPulse System Integration
8. Data Visualization for Planners
9. Online Map Gallery

Transportation Improvement Program

1. Maintain and update information contained within the TIP database
2. Ensure federal requirements are satisfied including air quality conformity and fiscal constraint
3. Ensure consistency with the goals, objectives and policies of GO TO 2040.
4. Manage all aspects of the CMAQ program
5. Engage regional partners in transportation programming process
6. Provide staff support to committees involved in transportation programming
7. Engage the public and community organizations in the programming process

Congestion Management Process

1. Regional Transportation Operations Coalition
2. Freight Analysis
3. Freight Policy
4. Transportation System Performance Monitoring
5. Congestion Management Strategy
6. Bicycle and Pedestrian Planning
7. Intelligent Transportation System Planning

Information Technology Management

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

CTA

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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

Description and Justification

Brief Description: Facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects indentified within the Chicago area regional five-year Transportation Improvement Program.

Major Tasks (up to 20)

10. Develop CTA's capital programs for inclusion in the five-year regional TIP.
11. Identify and analyze potential capital projects for funding eligibility.
12. Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP.
13. Monitor capital program of projects progress, amend Capital Program and Plan as needed, amend TIP to incorporate new plan/ program.

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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

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

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

Moderization of Public Transportation

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

No

Is this project regional in scope? Please explain.

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

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

CTA customers and the adjacent service areas.

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

CTA will provide funds from the operating budget.

When does your annual fiscal year begin?

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Annual Report	In-house	June 2012
TIP Update	In-house	07/ 18/ 12
TIP Update	In-house	08/ 29/ 12
TIP Update	In-house	10/ 31/ 12
TIP Update	In-house	01/ 02/ 13
TIP Update	In-house	03/ 01/ 12
TIP Update	In-house	04/ 01/ 12
TIP Update	In-house	06/ 01/ 12

Expense Breakdown	
Staff (including overhead) Cost	\$375,000
Total Person Months	48
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$375,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Red Line Extension - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$414,000
Local Match Amount	\$103,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$517,500

Description and Justification

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

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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

Planning Work Toward GO TO 2040 Implementation

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

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

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

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

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

The Red Line Extension is one of GO TO 2040's recommended major capital projects.

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

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

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

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

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Environmental Documentation	Outside distribution	06.01.2013
Public Participation Materials	Outside distribution	12-31-2012

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	
Consultant Cost	\$517,500
Other Costs	\$
Total Project Cost	\$517,500
Please specify the purpose of consultant costs and time line for expenditure Consultants will be doing the study work.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Red and Purple Modernization - Environmental Impact Statement
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$414,000
Local Match Amount	\$103,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$517,500

Description and Justification

Brief Description: The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. This project would complement the ongoing planning and environmental studies and processes.

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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

Planning Work Toward GO TO 2040 Implementation

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

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

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

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

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

CTA North Red and Purple Line Improvements

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

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

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

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

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Products and Completion Schedule		
Product	Product Type	Completion Date
Interim Environmental Documentation	Outside distribution	12.31-2012
Public Participation Materials	Outside distribution	6.1.2013

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$517,500
Other Costs	\$
Total Project Cost	\$517,500
Please specify the purpose of consultant costs and time line for expenditure Consultants will be doing the study.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Project Title	Forest Park Blue Line Reconstruction & Modernization Planning
Sponsoring Agency	CTA
FHWA/FTA Amount Requested	\$360,000
Local Match Amount	\$90,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$450,000

Description and Justification

Brief Description: Preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction.

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

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

Planning Work Toward GO TO 2040 Implementation

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

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

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

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

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

The major capital project: I-290 Multimodal Corridor

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

This project will complement already begun work by IDOT for the I-290 Multimodal Corridor; in addition, existing CTA engineering resources are continually identifying facility needs and priorities.

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

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

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

Products and Completion Schedule		
Product	Product Type	Completion Date
Financial Plan	In-house	10/ 1/ 2013
Service Designs	Outside distribution	10/ 1/ 2013
Facility Needs	Outside distribution	10/ 1/ 2013

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

State Fiscal Year (July 1 2012 – June 30, 2013)

Expense Breakdown	
Staff (including overhead) cost	\$25,000
Total Person Months	
Consultant Cost	\$425,000
Other Costs	\$0
Total Project Cost	\$450,000
Please specify the purpose of consultant costs and time line for expenditure Internal resources and skillsets are not available to achieve goals of this project scope.	
Please specify the purpose of other costs	

FY 12 Unified Work Program for Northeastern Illinois
Competitive Projects Proposal Form
State Fiscal Year (July 1 2012 – June 30, 2013)

City of Chicago

Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Dept. of Transportation
FHWA/FTA Amount Requested	\$525,000
Local Match Amount	\$175,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$700,000

Description and Justification

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

Major Tasks (up to 20)

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

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

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

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 CDOT 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

Is this project regional in scope? Please explain.

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

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

residents of and visitors to northeastern Illinois

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

City Corporate Funding - NOTE: The City will provide match far in excess of the amount shown. Actual amount is dependant on various factors including needed studies and staffing levels.

When does your annual fiscal year begin?

Products and Completion Schedule		
Product	Product Type	Completion Date
Interaction with elected officials	Outside distribution	6/ 30/ 13
Interaction with public	Outside distribution	6/ 30/ 13
Interaction with other agencies	Outside distribution	6/ 30/ 13
Capital Improvement Program	Plan/ Program	6/ 30/ 13
Planning studies	In-house	6/ 30/ 13
Fiscally constrained TIP (CDOT portion)	Plan/ Program	6/ 30/ 13
Data collection / database development	In-house	6/ 30/ 13

Expense Breakdown	
Staff (including overhead) Cost	\$500,000
Total Person Months	60
Consultant Cost	\$200,000
Other Costs	\$
Total Project Cost	\$700,000
Please specify the purpose of consultant costs and time line for expenditure to assist City staff by managing studies of proposed projects, programs and policies related to Chicago transportation infrastructure	
Please specify the purpose of other costs	

Project Title	CHICAGO BUS RAPID TRANSIT MASTER PLAN
Sponsoring Agency	Chicago DOT
FHWA/FTA Amount Requested	\$208,000
Local Match Amount	\$52,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$260,000

Description and Justification

Brief Description: Identify and prioritize future opportunities for Bus Rapid Transit Improvements in Chicago

Major Tasks (up to 20)

1. Collect Available User Data - including demographics, transit ridership, overall trip patterns.
2. Collect Available Operational Data - including roadway and sidewalk widths, bus including speed at most and least congested times, bus operating costs, and roadway width and lane use, and ADT.
3. Develop Evaluation Criteria - Resources include operating agencies, civic not-for profit transit advocate (e.g. MPC, ActiveTrans, Chicago Community Trust, and International BRT Advocates (IDTP, Embarq) with information on best practices in comparable cities (e.g. those with existing rapid transit and compact development)
4. Evaluate and Screen Arterial Streets (and expressway shoulders) for most feasible level of BRT implementation (e.g. barriered lanes, marked exclusive lanes, peak hour-only lanes, limited stop service without infrastructure, no improvement available) using data from task II and best practices with consideration of both transit and motor vehicle impacts. Develop order of magnitude costs per mile for levels of BRT
5. Identify New Markets - Use trip/ demographic data to identify up to ten origin-destination corridors or markets not currently served by single-ride (no transfer) CTA/ Pace/ Metra service without transfers potential to benefit from BRT service (i.e. Trips to O'Hare from a neighborhood away from the Blue Line, Southwest Side to Illinois Medical District). Note: Corridors/ markets can extend into Cook County suburbs as long as one end is within Chicago.
6. Evaluate Corridor BRT Benefits for selected in Task 5 and at least 30 existing CTA/ Pace routes, using data from Task 1 and recommendations from task 3. Potential criteria include: net daily person-hour travel time savings, net increase/ decrease in transit operational costs per boarding, travel time impact to motorists, and number of auto trips eliminated from mode shift to transit
7. Evaluate Limited Stop Service Benefits. Limited stops bus service in the absence of additional BRT infrastructure (prepaid fares, protected rights-of-way) may have enough value to serve as a fast first step toward BRT, or be sufficient in some cases. Thus, some of the evaluations in Task 6 should be repeated assuming operation in general traffic with only two changes in service - reduced number of stops, and Transit Signal Priority improvements on previously recommended corridors
8. Complete Master Plan for BRT Implementation and interim/ alternative Limited Stop Service :- use the Evaluations in Tasks 6 and 7 and the Criteria in Task 3. An overall agenda should prioritize the most cost effective, implementable and beneficial potential BRT implementation with consideration for marginal benefit over limited stop service, geographic/ economic equity, and economic development potential. In addition, recommend new or restored Limited Stop services based on cost effectiveness business case and travel time benefits.

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

Improving Decision-Making Models

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

BRT represents a level of transit service that improves upon regular bus service but is more affordable to implement than rapid transit. Civic BRT proposals have been based on limited criteria and more rigorous evaluations will better prioritize implementation locations, given funding constraints. Limited Stop/ Express operation of bus service may serve as quick initial phase of BRT implementation, and possibly even a wiser choice in some locations. However, a good business case is needed for such routes when other services are reduced.

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

This project serves to prioritize implementation of improvements that encourage transit use, reduce commuter travel times, support compact development patterns and recommend facilities investment that can be a catalyst for economic development.

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

Regional Mobility - Actions include "Prioritize among potential bus service increases, extensions and new service using regionally consistent criteria (302), Improve evaluation measures and decision making processes (302), Adopt best practices in new technologies (301), Focus investments on maintenance and modernization.

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

Not directly, however the project will provide a technical follow up to the Metropolitan Planning Council's vision plan "Bus Rapid Transit: Chicago's New Route to Opportunity"

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

City of Chicago and CTA primarily but also Pace, RTA and civic advocates of BRT. Implementation of the recommendations will benefit transit riders in and around Chicago.

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

City funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Data Collection Technical Memorandum (with accompanying DVD-Rom of collected data) - Tasks 1 & 2	In-house	Month 3
Briefing Report on Potential BRT Evaluation Criteria - Task 3	Outside distribution	Month 5
BRT recommended BRT Level of Service Report and Map -Task 4	In-house	Month 6
Technical Memo on selection of service corridors for evaluation - Task 5	In-house	Month 8
Chicago BRT Implementation Master Plan - Technical Report - Tasks 6 & 7	Plan/ Program	Month 12
Chicago BRT Implementation Master Plan - Recommendation Report - Task 8	Plan/ Program	Month 12

Expense Breakdown	
Staff (including overhead) cost	\$0
Total Person Months	5
Consultant Cost	\$260,000
Other Costs	\$
Total Project Cost	\$260,000
Please specify the purpose of consultant costs and time line for expenditure Conduct Research Study under City Supervision	
Please specify the purpose of other costs	

Council of Mayors

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,348,174
Local Match Amount	\$539,181
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,887,355

Description and Justification

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

Major Tasks (up to 20)

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

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

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

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

Planning work toward implementation of GO TO 2040 major capital projects including supportive land use.

Local Technical Assistance and the Formation of Collaboration Planning Efforts.

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

The PL program is a continuous program.

Is this project regional in scope? Please explain.

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

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

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

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

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

When does your annual fiscal year begin?

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

Expense Breakdown	
Staff (including overhead) Cost	\$1,887,355
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$1,887,355
Please specify the purpose of consultant costs and time line for expenditure N/ A	
Please specify the purpose of other costs N/ A	

Counties

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

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

Project Title	County Long Range Transportation Planning Program
Sponsoring Agency	Counties: Cook, DuPage, Lake, Kane, Kendall, McHenry, Will
FHWA/FTA Amount Requested	\$ 280,000
Local Match Amount	\$ 70,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$ 350,000

Description and Justification

Brief Description:

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

FY13 - Cook County 2040 Transportation Plan.

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

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

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

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

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

- 1) Financial Planning including Innovative Financing Strategies: Continued planning/ policy work on important issues of fiscal policy to improve the transportation system.
- 2) Improving Decision-making Models and Evaluation Criteria for Project Selection: Improving decision-making processes for transportation projects and prioritizing investments.
- 3) Local Technical Assistance and the Formation of Collaborative Planning Efforts: Information sharing and formal planning efforts that focus on transportation and related issues of livability.

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

Previous and existing local, County, and regional transportation studies and plans will be utilized, as appropriate, to develop the Long-Range Transportation Plan. These various planning efforts will be used to develop a transportation framework that is multimodal and meets the personal mobility needs of all users.

Is this project regional in scope? Please explain.

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

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

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

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

County funds, such as general operating funds.

When does your annual fiscal year begin?

County fiscal year begins December 1st

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

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

Products and Completion Schedule		
Product	Product Type	Target Completion Dates
Project initiation	In-house Outside distribution	July 2012
Existing conditions & deficiency analysis	Outside distribution	January 2013
Socioeconomic & travel demand data/forecasts	Outside distribution	June 2013
Alternative improvement scenario development	Outside distribution	December 2013
Scenario evaluation	Outside distribution	March 2013
Preferred transportation alternative development	Outside distribution	August 2013
Draft Plan development - compile strategies & prioritized lists of capital improvement	Plan/Program	October 2013
Financial analyses & implementation plan development	In-house Outside distribution	December 2013
Public meetings, outreach & regional coordination	Outside distribution	Ongoing
Final Plan and distribution	Plan/Program	April 2014

Expense Breakdown	
Staff (including overhead) Cost	\$0
Total Person Months	36
Consultant Cost	\$340,000
Other Costs	\$ 10,000
Total Project Cost	\$350,000

FY 12 Unified Work Program for Northeastern Illinois

Competitive Projects Proposal Form

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

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

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

The timeframe for project completion is approximately 18 months.

Please specify the purpose of other costs

Materials for public meetings and printing/reproduction of final documents

Metra

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

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

Description and Justification

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

Major Tasks (up to 20)

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

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

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

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.

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

Modernization of the Public Transit System is a priority. The mission to achieve sustainable prosperity through planning and programming for well maintained transit infrastructure compliments regional mobility goals for reducing automobile congestion.

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

No.

Is this project regional in scope? Please explain.

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

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

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

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

Metra

When does your annual fiscal year begin?

January

Products and Completion Schedule		
Product	Product Type	Completion Date
Preliminary Program and Budget	Outside distribution	9/ 15/ 2012
Final Program and Budget	Outside distribution	11/ 15/ 2012
TIP Submittal	Outside distribution	12/ 1/ 2012
Public Involvement Briefing Materials	Outside distribution	10/ 1/ 2012

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

Expense Breakdown	
Staff (including overhead) Cost	\$400,000
Total Person Months	42
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$400,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

Pace

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

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

Description and Justification

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

Major Tasks (up to 20)

1. Develop and implement marketing plan and creative content
2. Fund the Rideshare Coordinator staff position, primarily responsible for customer service, social media content, data reporting, and outreach
3. Purchase advertising space in various media sources
4. Purchase incentives to award participants
5. Purchase collateral materials as give-away promotions
6. Attend various expos, events, and conferences with employment, transportation, or green themes
7. Create new features on existing software, if necessary

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

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

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

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

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

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

Yes. On 1/ 1/ 2008 Pace launched www.pacerideshare.com with carpool and vanpool matching capabilities. Since then, Pace has continuously marketed this free service to the public to increase the number of participants, thereby increasing the number of matches, carpools, and vanpools in the region. Funds for marketing, customer service, and site development are necessary to continue to build the brand and momentum from prior years success.

Is this project regional in scope? Please explain.

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

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

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

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

Pace Suburban Bus

When does your annual fiscal year begin?

Products and Completion Schedule		
Product	Product Type	Completion Date
Advertising	Outside distribution	6/ 31/ 13
Promotional Items	Outside distribution	6/ 31/ 13
Collateral materials	Outside distribution	6/ 31/ 13
Software upgrades	Plan/ Program	6/ 31/ 13

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

Expense Breakdown	
Staff (including overhead) Cost	\$50,000
Total Person Months	12
Consultant Cost	\$0
Other Costs	\$25,000
Total Project Cost	\$75,000
Please specify the purpose of consultant costs and time line for expenditure Not applicable	
Please specify the purpose of other costs Media buys, incentives, collateral materials, events, and software enhancements	

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

Project Title	Corridor Development Implementation
Sponsoring Agency	Pace
FHWA/FTA Amount Requested	\$120,000
Local Match Amount	\$30,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$150,000

Description and Justification

Brief Description: This project involves corridor development to improve the efficiency of transit operations and establish long term coordination between transit and land use in support of Go To 2040. The project creates integration of several Pace programs including The Arterial Bus Rapid Transit (ART), regional corridors, Transit Signal Priority (TSP), Posted stops and transit oriented development. The project will allow for incremental development of 24 regional arterials and ART corridor network through implementation of TSP and posted stops.

Major Tasks (up to 20)

1. Hiring of two staff positions including: Transit Engineer and Service Planner/ Analyst.
2. Development of the integration of key Pace programs including: Arterial Rapid Transit, Transit Signal Priority, Transit Supportive Development, and Posted stops to improve the efficiency of transit operations and coordinate the land use/ transit connection.
3. Develop posted stop procedures: route ridership data set, review data for fieldwork, bus stop site evaluations, summarize posted stop list, present to community for review and approval, and incorporate feedback.
4. Ridership analysis, land use coordination, system integration.
5. Corridor development Plan.
6. This project allows Pace to advance the implementation of previously identified high speed corridors. Before the service is implemented in the corridor, a team with specialized skills have to evaluate the particular needs for that corridor. Developing an in-house knowledge base creates the most efficient and cost effective implementation to meet the strategic goals of corridor development. This is a labor intensive project, which the existing Pace staff is unable to do efficiently along with the ongoing work load. Pace is committed to this project to create a long term program to achieve posted stops. This funding will initiate the program however, the implementation schedule will be extended due to a funding shortfall. In addition, Pace plans to fold these positions into its base budget after the UWP funds expire.
- 7.

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

<p>Competitive Justification: Please identify the regional focus area associated with this project. Modernization of the Public Transit System</p>
<p>Competitive Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities. Transit and land use and regional mobility.</p>
<p>Competitive Justification: Will this project inform or achieve regional or subregional land use, housing, environmental, economic development, or human services goals? Please explain. Regional land use and economic development. Project will allow for improved efficiency of the transit system, and coordination between land use and transit supportive development.</p>
<p>Competitive Justification: Which particular GO TO 2040 recommendation will this project, contribute or, implement? Expansion of the transit system to include corridor development to match changing patterns of where people live and travel to work.</p>
<p>Is this project a continuation of previous work? If so, please explain. No</p>
<p>Who will benefit from the interim or final products of this project? Public transit customers and non-customers through improved walking, biking and pedestrian amenities.</p>
<p>What is the source of funds for the local match portion of this project? Pace funds.</p>

Products and Completion Schedule		
Product	Product Type	Completion Date
Hire Staff positions	In-house	1/ 13-3/ 13
Integration of Pace programs for corridor development	In-house	5/ 13
Posted stop coordination	In-house	5/ 13-12/ 13
Corridor Development Plan	In-house	12/ 13

FY 12 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

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

Expense Breakdown	
Staff (including overhead) cost	\$150,000
Total Person Months	24
Consultant Cost	\$
Other Costs	\$
Total Project Cost	\$150,000
Please specify the purpose of consultant costs and time line for expenditure	
Please specify the purpose of other costs	

RTA

Project Title	I-90 Corridor Bus Enhancements Planning
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$240,000
Local Match Amount	\$60,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$300,000

Description and Justification

Brief Description: Planning for mid-term and long-term bus enhancements to complement and leverage bus service improvements and managed lane facility planned as part of the I-90 ISTHA reconstruction project. Supporting agencies are Pace and the Illinois State Toll Highway Authority..

Major Tasks (up to 20)

1. Planning and conceptual design for bus-related infrastructure enhancements for portions of I-90 Corridor outside the I-90/ ISTHA right-of-way, including arterial TSP, priority lanes/ queue jumps, bus stop enhancements, park and rides, and transit centers.
2. Further evaluation of transit elements for I-90 not resolved in current RTA/ ISTHA "I-90 Transit and Supporting Highway Infrastructure Study" to be completed Fall 2012.
3. Strategic Vision for I-90 Corridor to guide continued implementation of enhanced bus service in the I-90 Corridor beyond the implementation of Pace's I-90 Market Expansion Project, including consideration for interface with Kennedy Expressway on the east end of the corridor and coordination with Rockford Metropolitan Agency for Planning at the west end of the corridor.
4. Financial Plan for implementation of Strategic Vision
5. Public and stakeholder outreach and involvement in plan development

Competitive Justification: Please identify the regional focus area associated with this project.
 Planning Work Toward GO TO 2040 Implementation

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

Project would address: Advancing I-90 Managed Lanes included in the constrained plan. Inclusion of transit components as part of major highway projects; and establish a plan for enhanced transit services and infrastructure for coordination with local land use and development plans

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

Project will inform subregional land use planning by establishing a plan for transit corridors and infrastructure.

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

Project will contribute to I-90 Managed Lanes project on the Constrained Project list, the Regional Transit Signal Priority project, and 2040 goals for increased transit use. Further, this work advances on recommendations found under Implementation Action Area 3:
 -"Prioritize among potential bus service increases, extensions and new service using regionally consistent criteria"
 -"Include transit components as part of major highway capital projects"
 -"Conduct detailed studies of prioritized corridors, and continually develop and evaluate major projects"

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

Yes - I-90 Value Planning Study, I-90 Transit and Supporting Highway Infrastructure Study, Pace's I-90 Market Expansion Project and regional TSP and ITS planning.

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

RTA, Pace and ISTHA planning efforts will be advanced for improved transit accessibility to corridor employees and residents

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

RTA

Products and Completion Schedule

Product	Product Type	Completion Date
Final Report	Plan/ Program	9/ 1/ 13

Expense Breakdown

Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$300,000
Other Costs	\$
Total Project Cost	\$300,000
Please specify the purpose of consultant costs and time line for expenditure Agencies do not have the resources to perform planning and conceptual design in-house.	
Please specify the purpose of other costs	

Project Title	RTA CAPITAL DECISION PRIORITIZATION TOOL - ENHANCE AND EXPAND PHASE
Sponsoring Agency	RTA
FHWA/FTA Amount Requested	\$62,400.00
Local Match Amount	\$15,600.00
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$78,000.00

Description and Justification

With some of the nation's oldest transit assets, the RTA transit system has significant reinvestment needs, including an estimated \$24.6 billion over the next ten years to attain a state of good repair (SGR), which is more than three times higher than the projected funding during the same period. In order to improve the decision-making processes and prioritize investments given constrained funding, the RTA has selected a consultant to develop the Capital Decision Prioritization Support Tool (the Decision Support Tool) to assist the Service Boards as they annually prepare their respective capital program needs to manage day-to-day operations and obtain a State of Good Repair. The Decision Support Tool will serve to assist the RTA in establishing a process for the evaluation of long range planning items, such as major system enhancement and expansions. The Decision Support Tool will be founded on FTA's existing TERM model and will utilize the Maintain, Enhance and Expand criteria, and scoring process developed by the RTA in coordination with Service Board staff.

This proposal is seeking funding for the prioritization process for Enhance and Expand investments. With the requested funding, the consultant will work with the RTA and the Service Boards to develop the rating criteria, scoring methods and data requirements for Enhance and Expand investments. The identified rating criteria will be implemented in the development of the final Decision Support Tool.

Major Tasks (up to 20)

Task 1: Develop Ratings Criteria and Scoring for Enhance and Expand Investments

Task Summary: The consultant will work with the RTA and the Service Board staff to develop and finalize the rating criteria and scoring methods for Enhance and Expand investments.

Task 1.1: Ratings Criteria Development

The consultant will work with the RTA and Service Board project participants in a workshop setting to identify the preferred investment rating criteria for Enhance and Expand investments.

Deliverable: Test results for criteria and scoring method and recommendations for final investment prioritization criteria and scoring.

Task 1.2: Data Review and Criteria Reporting

Review data sources to assure required data are available to support the desired Enhance and Expand rating criteria. This task will identify a process or format for Service Boards to report on the investment characteristics and rating criteria of Enhance and Expand investments – including investment costs, ridership impacts, emissions benefits, etc.

Deliverable: Data gap analysis and investment criteria reporting template for Enhance and Expand investments.

Task 1.3: Develop Tool to Support 2014 Budget Development / Test Tool Performance

Modify the Decision Tool model to incorporate the “Enhance and Expand” investment criteria and scoring process, and the required supporting data.

Deliverable: Completed tool and associated design documentation.

Task 1.4: Support the RTA with Capital Maintenance Budget and Needs-Based Plan Development

Provide instruction to the RTA on the use of the draft tool in support of capital budgets and needs based capital plan development. This includes guidance on how to develop analysis scenarios and tradeoff analyses between Maintain, Enhance and Expand investments.

Deliverable: Guidance and support in developing and analyzing constrained investment scenarios

Task 2: User Training and Software Support

Task Summary: The consultant will provide on-site user training at RTA’s offices and software support during the project testing and training period.

Task 2.1: User Training

Provide on-site user training at RTA’s offices to RTA and Service Board staff.

Deliverables: Users manual, training materials and onsite training sessions.

Task 2.2: Provide Telephone and Email Software Support during Training Period

Provide tool support via phone and e-mail during the prioritization tool testing and training period.

Deliverable: Software support

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

Improve Decision-Making Models

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

The RTA reform legislation mandates that the RTA provide more effective financial oversight, regional planning, and coordination among the three operating Service Boards. This includes establishing the criteria for allocating funds among maintenance, enhancement, and expansion projects. The Capital Decision Prioritization Support Tool (The Decision Tool) will establish a transparent, comprehensible evaluation criteria and selection process of maintenance, enhancement, and expansion projects – all of which ensure the allocation of constrained financial resources to yield the greatest return to the region. Therefore, the Decision Tool will improve the decision-making model and evaluation process for project selection in the region. This process will, therefore, support the GO TO 2040 recommendations of modernizing the public transit system and improving financial planning, including strengthening of transit financial oversight.

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

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

Capital Decision Prioritization Support Tool (The Decision Tool) ensures the input from other stakeholders and accommodates the obligations of the Authority and each Service Board to focus their capital investment decisions on improvements intended to bring the region's transit assets toward a State of Good Repair, hence prioritizing maintenance and the modernization of the existing transit system. The Decision Tool will develop and utilize a transparent evaluation criteria for the selection of projects – in particular the ones for enhancement and expansion. The Decision Tool will utilize analytical tools for the improvement of the decision-making process/ prioritization of transportation projects in the region.

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

The RTA development of the Decision Support Tool for Maintain investment needs using RTA general funds (non-UWP) is well underway. The RTA is planning to complete the Maintain phase of this project in 2012. This request for UWP funds is to expand the tool for Enhance and Expand investment needs.

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

The RTA, the Service Boards, the Service Boards' customers and stakeholders, and the taxpayers in general will benefit from a transparent capital decision process.

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

RTA general funds

Products and Completion Schedule		
Product	Product Type	Completion Date
Capital Decision Prioritization Support Tool – Enhance and Expand	In-House	12/ 30/ 2014

Expense Breakdown	
Staff (including overhead) cost	\$
Total Person Months	
Consultant Cost	\$78,000.00
Other Costs	\$0
Total Project Cost	\$78,000.00
Please specify the purpose of consultant costs and time line for expenditure Develop the Capital Decision Tool - Enhance and Expand Phase	
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, SPR and FTA funds equal to a specific percentage of the federal money. All federal funds are granted on an 80 percent federal-20 percent local basis. Each participating agency is responsible for providing the local match. The sources of the local match for the participating agencies are as follows:

CMAP

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

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

Counties:

The match is provided by corporate funds.

Councils of Mayors:

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

APPENDIX B

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

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

Equal Employment Opportunity

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

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

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

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

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

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

Disadvantaged Business Enterprise

The Commuter Rail Board plan was approved by FTA on September 30, 1984, and Metra's annual DBE goal was approved in January 1997. With the revised federal DBE regulations, Metra submitted its updated DBE program in August 1999; it was approved by FTA in April 2001. On May 14, 2012 Metra submitted a revised DBE program for approval to FTA.. Metra is a participant in the Illinois Unified Certification Program (ILUCP).

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

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

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

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

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

The City of Chicago DBE program was last updated in 2010 and the most recent triennial review, conducted by the FTA in 2010, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

This material documents the compliance of the MPO for the northeastern Illinois region with FTA Circular 4702.1A (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 13, 2007. The material is structured to follow the organization of the FTA circular.

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

- a. There are no active investigations or complaints naming the recipients and/or sub recipient that allege discrimination on the basis of race, color, or national origin.
- b. The Unified Work Program serves as the technical documentation for application for PL and SPR funds from FHWA as well as FTA section 8 funds. PL funds totaling \$10,591,398 are being requested for FY 2013. FTA funds totaling \$4,256,336 are being requested for FY 2013.
- c. The CMAAP Board and MPO Policy Committee adopted the updated CMAAP Title VI Program on June 8 and June 9, 2011, respectively. The program update was accepted by the FTA at the Tier II Consultation meeting on September 8, 2011.
- d. Triennial reviews conducted by FTA in 2010 for the City of Chicago, 2011 for the RTA, and in 2010 for the CTA, Pace and Metra have found these agencies to be in compliance with civil rights laws.

- e. The certification review conducted by FTA in 2009 and completed in 2010 for CMAP found the agency to be in compliance with civil rights laws. The requirement for certification reviews for metropolitan planning organizations has been changed to every four years and will next be conducted in 2013.
- f. The MPO undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and do perform environmental assessments in compliance with FTA requirements. The staff of the MPO may be requested to assist in making these assessments.

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

1. Assessment of Planning Efforts

The GO TO 2040 plan, adopted in October 2010, serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. First, an early step in plan development was the creation of the Regional Vision, which lays out the region's goals for 2040. This document includes vision statements in a number of areas, including equity. The language in the Regional Vision related to equity is as follows:

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

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

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

Public Health and the Chicago Community Trust, and these representatives are active in bringing an equity perspective to CMAP's coordinating committees.

With the passage of SAFETEA-LU, the RTA was designated as the direct recipient of funding from the JARC and New Freedoms programs. Since then, the RTA has issued a competitive call for projects and subsequently adopted programs of projects for submittal to the FTA. This is discussed annually with CMAP's committees.

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

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

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

2. Monitor Title VI Activities

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

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

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

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

3. Information Dissemination

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

CMAP provides ample public notice of meetings and events through calendar postings at the agency office, on the CMAP Web site (www.cmap.illinois.gov), and, for those who request,

notification by mail. For major plans, programs and policy meetings, CMAP sends notices to its entire contact list, which totals nearly 10,000 subscribers. Notices of meetings held through CMAP's extensive committee structure (www.cmap.illinois.gov/about) are sent to targeted sub-lists of contacts.

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

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

CMAP also informs the public via outreach to the mainstream news media and Internet-based media. These materials are posted at www.cmap.illinois.gov/for-the-media and include press releases, fact sheets, tip sheets, and more. Agency staff interacts with reporters on a daily basis. Agency staff also responds to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided. In addition, all recipient agencies have at least one individual designated to assist the public. The CTA staff is able to provide such assistance in several languages.

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

The following bodies advertise meetings in accordance with the Illinois Open Meetings Act: Regional Transportation Authority Board; Suburban Bus Board; Commuter Rail Board; Chicago Transit Authority Board; Chicago Metropolitan Agency for Planning and its committees; Councils of Mayors; and the city of Chicago and its departments, boards and

commissions. In addition, the agencies compile special mailing lists for specific areas or subjects.

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

Metra informs minority communities of planning efforts through hearings, public notices and board meetings concerning individual plans, programs and projects. It places legal notices concerning the annual operating and capital program in several newspapers, including minority-oriented ones. Citizens may present oral testimony at public hearings or provide written testimony. Metra also established special mailing lists for its three major investment studies.

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

4. Minority Participation in the Decision-making Process

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

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

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

The plan also contains a number of goals for engaging the public, including traditionally-underserved populations. Examples of these goals include: "Develop outreach strategies to identify the interested and affected public;" "Design and develop materials to increase the

underserved public's understanding of regional and local planning, including translating those materials into languages other than English whenever possible;" "Review and use input and provide feedback to the public;" and "Evaluate public participation activities."

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

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

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

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

5. Minority Representation on Decision-making Bodies

- a) Policy Committee: 19 white, 1 minority, 6 women
- b) Chicago Metropolitan Agency for Planning: 13 white, 2 minority, 4 women
- c) Regional Transportation Authority Board: 10 white, 5 minority, 1 woman
- d) Commuter Rail Board: 9 white, 2 minority, 1 women
- e) Suburban Bus Board: 10 white, 1 minority, 2 women
- f) Chicago Transit Authority Board: 3 white, 4 minority, 1 woman
- g) Councils of Mayors Executive Committee: 18 white, 2 minority, 2 women

Membership on all of these boards is by appointment, with the power of appointment vested with elected officials. For its boards and advisory groups, Metra has made efforts to inform

minority groups of the potential for service and will continue to encourage qualified minorities who are interested in serving to make themselves available to the appointing authorities. Membership on the Pace Board of Directors is limited to current or former municipal chief executive officers. Pace regularly communicates with this group of individuals to determine interest in board membership, relays this information to the appointing authorities, and provides them with educational materials concerning Title VI requirements

APPENDIX C

STAFF REQUIREMENT SUMMARY TABLE

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

<u>Agency</u>	<u>Person-Months</u>	<u>Person-Years</u>
CMAP	882	73,5
CDOT	60	5
Metra	42	3.5
CTA	48	4
Pace	36	3
CoM	192	16
RTA	0	0

APPENDIX D

COST ALLOCATION PLANS

Council of Mayors

Due to limits on FTA funds, the Council of Mayor's program was given 100 percent PL funding (\$1,348,174) due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit oriented.

CMAP

Due to limits on FTA funds, CMAP projects were given 91 percent PL funding (\$9,243,224) due to the flexible funding mechanisms of SAFETEA-LU, although they are both highway and transit orientated, and were given 9 percent FTA funding (\$917,937). The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project.

City of Chicago

City of Chicago received FTA funds only (\$768,000).

Service Boards and RTA

CTA, Metra, Pace, and RTA received FTA funds only (CTA - \$1,488,000; Metra - \$320,000; Pace - \$180,000; RTA - \$302,400).

County Projects

The Cook County Transportation Plan was given 100 percent FTA funding (\$280,000) due to the flexible funding mechanisms of SAFETEA-LU, although the project is both highway and transit oriented.

APPENDIX E

AUDIT REQUIREMENTS

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

APPENDIX F

ACRONYM LIST

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

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

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

APPENDIX G

NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

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

CDOT	<ul style="list-style-type: none"> 130th Street Station Market/Access Study Mid-City Transitway Phasing Study TRANSIMS Case Study Regional Transportation Simulation tool for Evacuation Planning (RTSTEP) West Loop Parking Study South Lakefront Corridor Transit Study Chicago Railroad Economic Opportunities Plan
CMAP	<ul style="list-style-type: none"> Local Technical Assistance (LTA) Program
CTA	<ul style="list-style-type: none"> North Red & Purple Line Modernization Planning Red Line Extension Planning Western Corridor BRT Alternatives Analysis Chicago Lakefront Corridor BRT Alternatives Analysis New Starts Alternatives Analysis
Illinois Tollway	<ul style="list-style-type: none"> Jane Addams Tollway, I-90 Corridor Planning Council; Highway and Bus Transit Options Alternatives
Kane County	<ul style="list-style-type: none"> Randall/Orchard Bus Rapid Transit Study
McHenry County	<ul style="list-style-type: none"> Transit Component of the McHenry County 2040 Transportation Plan Crash Database 2011 County Highway Traffic Counts
Metra	<ul style="list-style-type: none"> Union Pacific West Line Upgrade New Starts Project Union Pacific Northwest Line Upgrade New Starts Project SouthEast Service Corridor Suburban Transit Access Route Corridor BNSF Improvements
Pace	<ul style="list-style-type: none"> Milwaukee and Dempster Arterial Rapid Transit Harlem Avenue West Cook/NW Cook Market Analysis 95th st Corridor Study Regional Transit Signal Priority Project

RTA	Community Planning Program Regional Transit Performance Measurement RTA Transit Management Pilot Program ADA Paratransit Eligibility Assessment Sites Study
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Southwest Council of Mayors	Harlem Avenue Corridor Study
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West Central Municipal Conference	West Central Regional Active Transportation Plan West Central TOD and COD Study
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Will County	Fairmont Sub-Area Plan I-355 Corridor Plan Natural Planting Ordinance IL Route 53 Corridor Plan Will County Green Zoning and Building Ordinances Project
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NON-UWP FUNDED TRANSPORTATION PLANNING STUDIES

Agency: *Chicago Department of Transportation*

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

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

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

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

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

The Cost of the Work: \$160,000

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

Name of Project: Mid-City Transitway Phasing Study

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

Resulting Product: Concept plans and technical reports

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

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

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

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

Name of Project: TRANSIMS Case Study

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

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

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

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

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

Source(s) of funds: USDOT Research Grant

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

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

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

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

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

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

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

Name of Project: West Loop Parking Study

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

Resulting Product: Report

Performing the work: HNTB

Time frame for completing the work: Dec. 2013

The Cost of the Work: \$240,000

Source(s) of funds: TIF

Name of Project: South Lakefront Corridor Transit Study

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

Resulting Product: Report

Performing the work: Cambridge Systematics

Time frame for completing the work: December 2012

The Cost of the Work: \$518,481

Source(s) of funds: RTA Grant

Name of Project: Chicago Railroad Economic Opportunities Plan

Description of Planning Work: The Chicago Railroad Economic Opportunities Plan will examine ways for the City to take advantage of the economic opportunities afforded by Chicago's railroad system. Chicago is the railroad hub of the nation. All Class I railroads with the exception of the Kansas City Southern pass through Chicago and have major yards within city boundaries. An estimated 28% of all railroad freight billings are generated by traffic handled in the Chicago hub. The Chicago region is one of the world's largest handler of intermodal freight in the world.

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

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

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

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

Resulting Product: The Study will present the following:

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

There will be an analysis of carload rail based industries and their long-term trends. This initial task provided the context within which a successful economic development strategy for attracting rail-oriented industry can be developed. Understanding what industries are best suited for rail-

based development allowed the City to identify targets for which a compelling case can be made that Chicago's freight rail system is economically desirable for businesses to relocate to Chicago.

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

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

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

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

Time frame for completing the work: 3 years

The Cost of the Work: \$270,000

Source(s) of funds: Illinois Tomorrow

Agency: CMAP

Name of Project: Local Technical Assistance (LTA) Program

Description of Planning Work: In August 2010, on behalf of a broad regional consortium, CMAP applied for funding through the Sustainable Communities Regional Planning grant program. This program is administered by the U.S. Department of Housing and Urban Development (HUD) as

part of the federal Sustainable Communities Initiative. The purpose of the application was to provide assistance to local governments in taking actions that advance the implementation of GO TO 2040 through a program termed the Local Technical Assistance (LTA) program. The application was successful, and work on the LTA program has begun.

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

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

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

Higher priority projects by geography

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

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

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

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

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

The Cost of the Work: \$4.25 million

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

Agency: CTA

Name of Project: North Red & Purple Line Modernization Planning

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

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

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

Resulting Product: Significant progress towards the completion of the EIS. CTA Strategic Planning will be advising a consultant team and performing the work.

Time frames for completing the work:

Early Planning completed July 2010.

EIS to be completed 2014.

Budget and Sources of Funds:

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

Name of Project: Red Line Extension Planning

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

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

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

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

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

Time frames for completing the work:

Alternatives Analysis Completed in 2009

DEIS to be completed 6/1/2013

Budget and Sources of Funds:

Alternatives Analysis [Completed, 2009]			
Federal		Local/State	Total
5307/TRC	\$2,345,034	\$0	\$2,345,034
5339 Alternatives Analysis/TRC	\$588,000	\$0	\$588,000
Total	\$2,933,034	\$0	\$2,933,034

EIS			
Federal		Local/State	Total
5339 Alternatives Analysis/TRC	\$285,000	\$0	\$285,000
5309/BLB	\$3,750,000	\$930,750	\$4,687,500
Total	\$4,035,000	\$930,750	\$4,965,750

Name of Project: Western Corridor BRT Alternatives Analysis

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

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

The Alternatives Analysis will be conducted through the following steps:

Step 1. Establishing Purpose and Need, Step 2. Defining Universe of Alternatives

Step 3. Defining Evaluation Criteria; and Step 4. Screening of Alternatives .

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

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

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

Budget and Source of Funds:

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

Name of Project: Chicago Lakefront Corridor BRT Alternatives Analysis

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

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

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

Budget and Source of Funds:

Alternatives Analysis			
Federal		Local/State	Total
5339 Alternatives Analysis/TRC	\$2,000,000	\$0	\$2,000,000

Name of Project: New Starts Alternatives Analysis

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

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

Agency: Kane County

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

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

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

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

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

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

The Cost of the Work: \$142,842

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

Agency: McHenry County

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

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

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

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

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

The Cost of the Work: \$150,000

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

Name of Project: Crash Database

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

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

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

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

The Cost of the Work: 1 FTE

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

Name of Project: 2011 County Highway Traffic Counts

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

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

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

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

The Cost of the Work: \$75,000

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

Agency: Metra

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

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

- The *UP-W Public Private Partnership (PPP)* includes station safety enhancements, new crossovers, upgraded signals, and additional segments of 3rd track. It will help to improve flexibility, on-time performance, and pedestrian and passenger safety. These combined elements are necessary to enable the expansion of service; however, they are not sufficient to enable service expansion without the UP-W Upgrade New Starts Project. Some project elements have already been completed, while others are still in design or undergoing environmental analysis. The remaining elements are slated for completion by 2013.
- *CREATE Project B2, "Union Pacific Third Mainline-Proviso Yard,"* includes constructing a 3.5-mile 3rd main track on the UP Geneva Subdivision. This project will also improve the Berkeley and Bellwood stations including the construction of a pedestrian underpass at each station. This project is currently in Phase II Engineering.

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

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

Time frame for completing the work: The EA is slated for completion by mid 2013.

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

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

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

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

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

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

Time frame for completing the work: The EA is slated for completion by mid 2013.

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

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

Name of Project: SouthEast Service Corridor

Description of Planning Work: The Southeast Service (SES) corridor contains a significant number of low-income workers, who are disproportionately impacted by commuting costs. The SES project endeavors to address this by providing a link from the Southern Suburbs to downtown Chicago. The project is also envisioned to serve as a catalyst for economic development in the communities in the corridor. Due to the availability of affordable housing and developable land in the corridor, dramatic population growth is projected, but the existing infrastructure will not be able to handle this growth. Metra completed an Alternatives Analysis in the SES Corridor to identify a Locally Preferred Alternative (LPA) to address these issues in August 2011.

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

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

Time frame for completing the work: The AA was completed in August 2011.

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

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

Name of Project: Suburban Transit Access Route Corridor

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

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

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

Time frame for completing the work: The AA is slated for completion in June 2012.

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

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

Name of Project: BNSF Improvements

Description of Planning Work: In 2012, Metra is beginning an Environmental Assessment (EA) and Preliminary Engineering (PE) work on extending commuter service on the Burlington Northern Santa Fe Railway from its current terminus in Aurora to Oswego.

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

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

Time frame for completing the work: The EA and PE contracts have been awarded. The project is slated for completion by late 2014.

The Cost of the Work: \$1.5 million for the PE and \$350,000 for the EA.

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

Agency: Pace

Name of Project: Milwaukee and Dempster Arterial Rapid Transit

Description of Planning Work:

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

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

Resulting Product:

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

Performing the work:

Pace Suburban Bus

Time frame for completing the work:

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

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

The Cost of the Work:

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

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

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

Source(s) of funds:

Preliminary Engineering will be funded from Pace's general funds and well as various grants. Funding Plan for the Final Design and Construction will be identified as part of the Preliminary Engineering Phase.

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

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

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

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

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

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

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

Source(s) of funds: 5307 Planning Funds

Name of Project: I-355 Corridor Study

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

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

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

Time frame for completing the work: June 2011

The Cost of the Work: \$265,984

Source(s) of funds: RTA Planning Funds

Name of Project: Harvey Transportation Center Transit Signal Priority Project

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

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

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

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

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

Source(s) of funds: RTA Funds

Agency: RTA

Name of Project: Community Planning Program

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

A total of seven (7) Community Planning projects were approved by the RTA Board in December 2011 for inclusion in the 2012 program:

1. Town of Cicero Connections Initiative
2. City of Evanston Main Street Station Transit-Oriented Development Plan
3. Village of Fox Lake Station Area Plan
4. Village of Kenilworth Corridor Transportation and Streetscape Plan

5. Village of Lake Villa Downtown TOD Plan
6. Village of Mount Prospect Downtown Implementation Plan
7. Village of Carpentersville Transit Improvement Plan

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

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

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

Time frame for completing the work: The seven projects listed above are expected to be completed by no later than June 30, 2013.

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

Source(s) of funds: RTA \$64,000 (80%) / Local Match \$150,000 (20%)

Name of Project: Regional Transit Performance Measurement

Description of Planning Work: The RTA staff has undertaken the development of a performance measurement and reporting program to evaluate the impact and effectiveness of public transit in Northeastern Illinois. Performance measures have been established in coordination with the CTA, Metra, and Pace

. It is the goal of the RTA to use the performance measurement program to provide regional decision-makers and the public a clearer understanding of how effectively and efficiently their tax dollars are being used in support of public transportation.

Regional performance is measured in five major areas:

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

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

nine largest transit systems in the country, to provide a comparison of local trends to what is occurring at other transit systems.

Beginning in 2010, the RTA has prepared a new sub-regional report, which reports data separately for CTA, Metra, and Pace and also reports data based on travel mode (city bus, 'L', commuter rail, suburban bus, dial-a-ride, vanpool, and ADA/demand-response) over a five-year period. The purpose of this report is to analyze the components of the regional measures to better understand their impact on overall performance and to understand the trends in performance of each operating agency compared to its own previous performance. Additionally, a peer analysis has been conducted for each mode in the sub-regional report to benchmark performance and identify potential areas of improvement. A group of five peer agencies was chosen for each service mode operated. Peers were selected to provide as close a match as possible of operating characteristics to RTA services.

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

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

Time frame for completing the work: Ongoing.

The Cost of the Work: RTA staff time

Source(s) of funds: RTA

Name of Project: RTA Transit Asset Management Pilot Program

Description of Planning Work:

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

Resulting Product:

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

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

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

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

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

Name of Project: ADA Paratransit Eligibility Assessment Sites Study

Description of Planning Work: The Americans with Disabilities Act of 1990 (ADA) requires transit agencies to develop and implement a process for determining eligibility for paratransit services provided as a complement to fixed route bus and rail service. An important part of the RTA's ADA Paratransit Certification Program is conducting in-person interviews and functional assessments of an applicant's ability to use fixed route bus and rail services. RTA currently contracts with a non-profit agency to conduct assessments at five sites located in Alsip, Naperville, Libertyville, and two in Chicago (Peoria Street and Higgins Road). The current contract ends August 31, 2014.

A 2011 consultant review of the RTA's certification program recommended examining whether fewer sites more strategically located in the region would provide more consistency and be more cost-effective than the current structure (taking into account operating costs, transportation costs, etc.). RTA also is seeking to determine whether RTA should directly manage the facilities and possibly expand the activities performed at the assessment sites to include, for example, fixed route travel training and additional public information and customer service functions.

RTA staff is able to perform some of the location and demographic analyses; however, RTA will seek consultant services to identify options after a more detailed identification of the appropriate number of sites, location, program management, amenities, configuration and lease / purchase options, in preparation for the 2014 procurement.

Resulting Product: The product will be a report detailing findings and recommendations for the updated assessment site model, including number and location of assessment sites, functions to be performed, and roles for RTA and its assessment contractor.

Performing the work: A consultant will perform portions of the work, under contract to the RTA. RTA staff will perform the remainder of the work.

Time frame for completing the work: The RTA has begun the spatial and demographic analyses as a foundation for the consultant work. The project calls for a draft report in mid-2013, with final adoption of the recommendations by the end of 2013, to allow sufficient time for any needed site acquisition and renovation, as well as procurement of the assessment contractor in time for a September 1, 2014 contract change.

The Cost of the Work: The initial cost estimate is \$210,000, with a final cost TBD.

Source(s) of funds: RTA

Agency: Southwest Council of Mayors

Name of Project: Harlem Avenue Corridor Study

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

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

The Corridor Study will be conducted through the following steps:

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

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

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

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

The Cost of the Work: \$200,000

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

Agency: Tollway

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

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

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

Performing the work: ISTHA and contracted engineering firms.

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

The Cost of the Work: \$350,000

Source(s) of funds: Toll

Agency: West Central Municipal Conference

Name of Project: West Central Regional Active Transportation Plan

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

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

The Active Transportation Plan is undertaking the following steps:

Step 1. Data Collection, Corridor Identification

- Step 2. Identify Safety Concerns and Alternative Corridor Options
- Step 3. Finalize Corridor and Policy Recommendations for Implementation

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

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

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

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

Name of Project: West Central TOD and COD Study

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

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

- Step 1: Data Collection, Identification of proposed TOD and COD Sites
- Step 2: Meetings with Communities regarding their use of the sites
- Step 3: An ongoing process attempting to develop these sites.

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

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

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

Source(s) of funds: CNT Local Grants

Agency: Will County

Name of Project: Fairmont Sub-Area Plan

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

The Plan will address:

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

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

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

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

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

Source(s) of funds: CMAP LTA Program.

Name of Project: I-355 Corridor Plan

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

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

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

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

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

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

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

Name of Project: Natural Planting Ordinance

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

- What types of plantings are suitable to include when a home owner chooses to landscape their property in a natural manner,
- Parameters for lot coverage, setbacks, plant height, fencing and other factors reasonably regulated when natural plantings are utilized,
- Recourse for the County when a lot containing natural plantings is not maintained in a manner that complies with the regulations.

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

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

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

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

Source(s) of funds: Land Use Department Budget

Name of Project: IL Route 53 Corridor Plan

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

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

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

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

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

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

Source(s) of funds: UWP grant funding.

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

Description of Planning Work: Will County is the recipient of an Energy Efficiency and Conservation Block Grant (EECBG), Award No. DE-EE000083. The project will entail a comprehensive revision of the Will County zoning ordinance and appropriate revisions to the Will County building ordinance, both for unincorporated Will County. The project will focus upon

energy efficiency and the objectives of incorporating sustainable development practices, including removing associated barriers and providing implementation incentives. The project deliverables will be a comprehensively revised zoning ordinance and appropriate building code modifications. This project will not include a comprehensive rezoning of unincorporated Will County or a comprehensive revision of the building ordinance.

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

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

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

The Cost of the Work: \$175,124.00

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

APPENDIX H

UWP DEVELOPMENT PROCESS

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

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

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

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

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY13 UWP awarded close to \$15 million in federal funding, along with the required 20 percent of local matching funds, resulting in nearly \$19 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$13,029,334 in federal funding under the FY 13 Core Program. Agencies receiving core funding were CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace and Cook County.

Section 2: Competitive

With \$13,029,334 approved in the Core, \$1,818,400 in federal funding remained in the competitive round. The participating agencies (CMAP, CTA, RTA, the City of Chicago, Pace and West Central Municipal Conference) submitted 15 projects totaling \$5,738,655. The projects were ranked on a scale of 1, 2, or 3 (three is the highest score). Each agency ranked the 15 projects minus their own submissions. Thus, scores could theoretically range from 3 to 21. The final scores ranged from 9 to 18. All projects ranked with a score of 14 and above were chosen for the final program. The financial data was given along with the ranking results to assist further discussion.

The FY13 UWP Proposed Program was reviewed by the Transportation Working Committee.

More information about the FY13 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX I

FY 2013 UWP MONITORING AND REPORTING

Over the past several years, the FHWA/FTA, CMAP Board, CMAP staff, and other regional civic organizations have recommended that CMAP and the MPO Policy Committee implement a process to account for the results of now over \$18.7 million annual in federal metropolitan planning funds in the UWP. While such a system may not be statutorily required under federal law, the region will benefit from a clearer indication of the products produced by these funds. Developing a system of accountability will not only inform the region about what is being accomplished with federal planning dollars, it will also help in the construction of a more efficient and effective UWP process moving forward.

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

In response to this certification, the Unified Work Program Committee approved a new process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and also complete four short narrative sections to detail work status, progress, products, and short term future objectives. This process of progress reporting has begun to cover projects funded starting in FY 2008, and will continue through FY 2013 and beyond. Reports are completed by the close of each month following the close of each quarter, or October, January, April, and July.

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



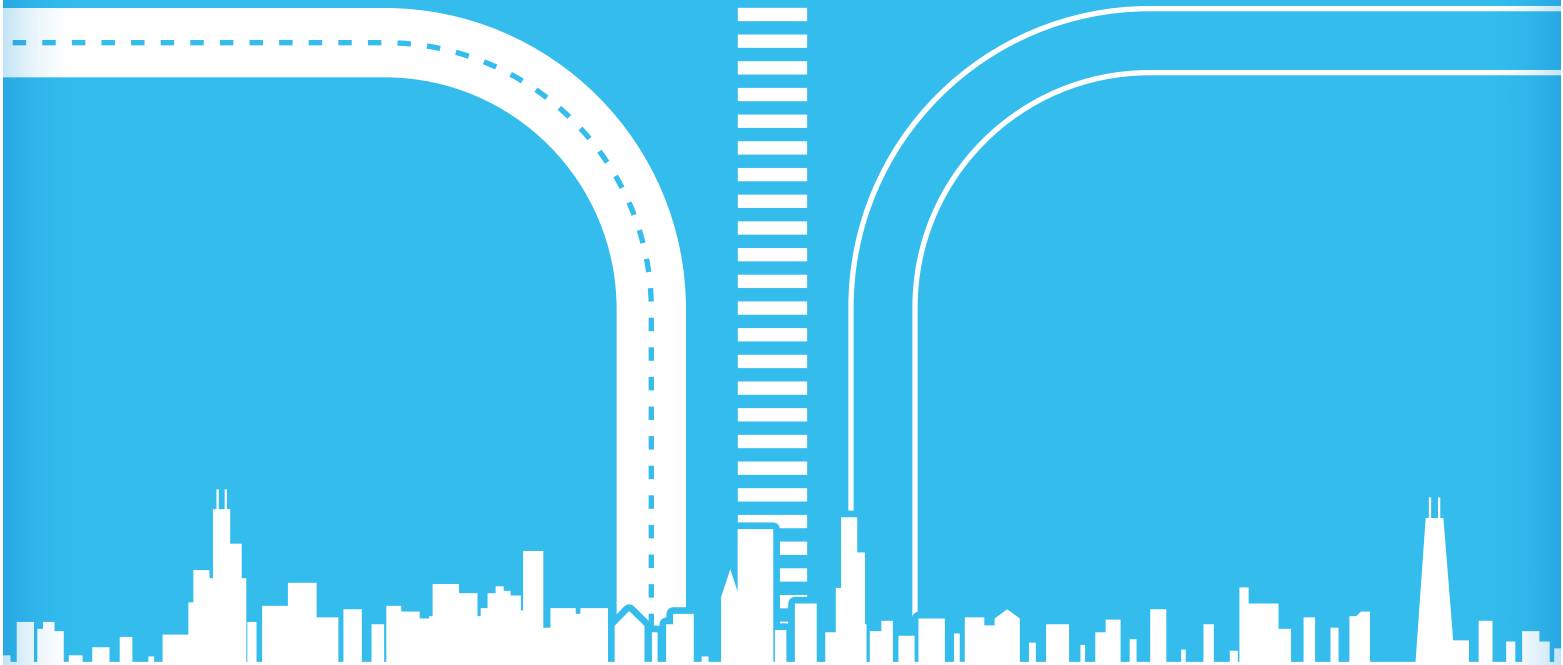
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The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation,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

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