

Unified Work Program for Transportation

Northeastern Illinois
Fiscal Year 2020



CMAP

HELPING
COMMUNITIES
PROSPER

UWP for Transportation Unified Work Program

Northeastern Illinois
Fiscal Year 2020

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

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

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

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Pace

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Section I: Executive Summary

Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2019 to June 30, 2020) and the competitive funds (3-C Competitive Grant) be expended over a five-year period (July 1, 2019 to June 30, 2024). The revenues identified from the FY 2020 UWP funds were approved by the UWP Committee, Transportation Committee, Coordinating Committee, MPO Policy Committee and CMAP Board.

In June 2019, staff presented to the MPO Policy Committee and CMAP Board a budget that reflected the use of federal transportation funds and state and local match as revenue sources to cover FY 2020 UWP budgeted expenditures. The approved FY 2020 Unified Work Program budget totaled \$22,672,156. This included \$18,137,725 in FHWA and FTA regional planning funds and \$4,534,431 in state and local match funds. This year's federal competitive funds of \$1,316,200 were awarded to CMAP/RTA, CDOT, and CTA/CDOT partnership project. The State of Illinois has passed a budget for fiscal year 2020. Therefore, CMAP has included in its FY 2020 UWP budget its expected State match of \$3,500,000.

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

The FY 2020 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2019 through June 30, 2020. The UWP Committee developed the FY 2020 program based on the this year's UWP federal funding earmark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2020 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, Coordinating Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

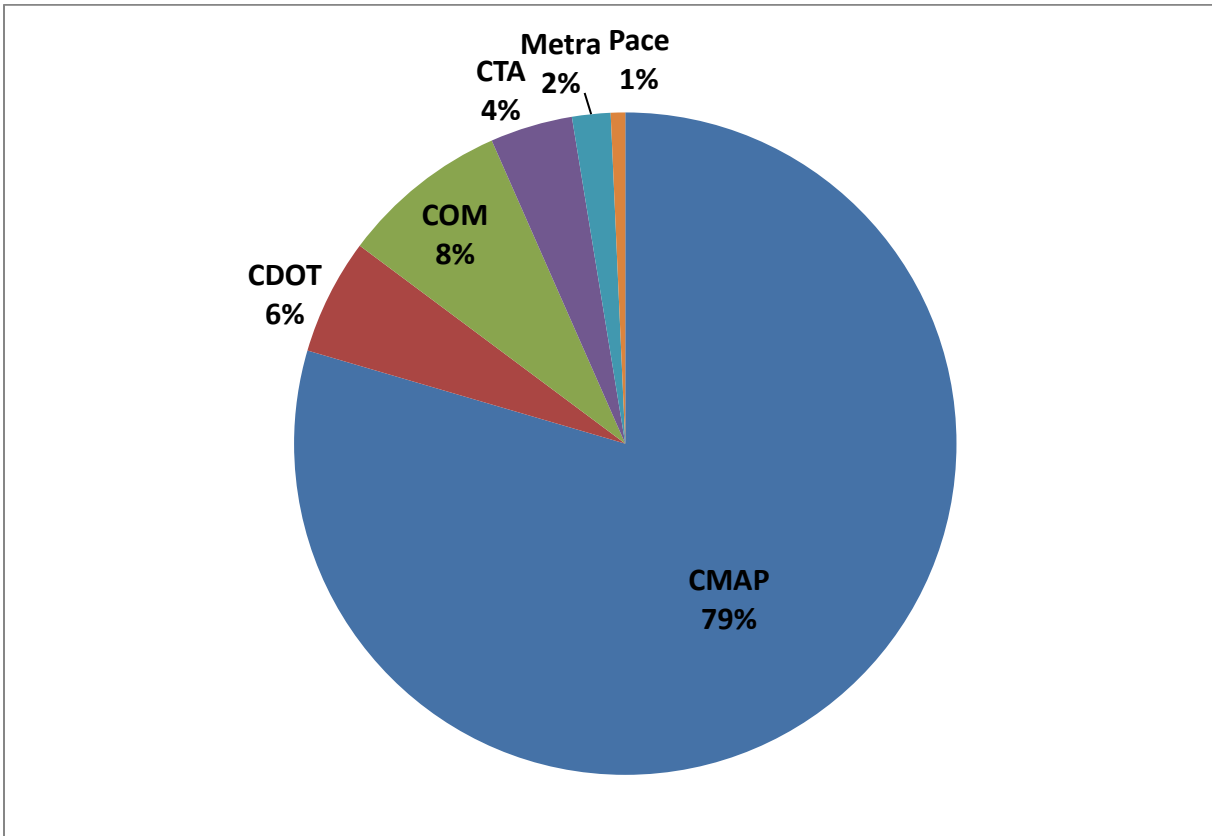
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Coordinating Committee and the MPO Policy Committee. The Coordinating Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies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

FY 2020 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Will County for core transportation planning activities and CMAP/RTA, CDOT, and CTA will be awarded funds under the competitive program. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST Act).

FUNDING BY AGENCY

Figure 1 shows the share of FY 2020 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2020 UWP Funds by Agency



CMAP is receiving 79% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan ON TO 2050, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 4%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 6% of the funds for transportation planning and programming activities. The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitate the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. Will County is funded with 1% of funds for their Transit Study.

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

Agency	Project Title	Federal	Local Match	Total
CMAP	MPO Activities	13,802,398	3,450,650	17,253,048
CMAP	LTA / Community Planning Program (RTA)	433,000	108,200	541,200
CMAP Total		14,235,398	3,558,850	17,794,248
City of Chicago	Transportation and Programming	693,000	173,250	866,250
City of Chicago	Streeterville Transportation Demand Management Plan	320,000	80,000	400,000
City of Chicago Total		1,013,000	253,250	1,266,250
CTA	Program Development	420,000	105,000	525,000
CTA / CDOT	Chicago Bus Priority Network Plan	300,000	75,000	375,000
CTA Total		720,000	180,000	900,000
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,467,326	366,832	1,834,158
Council of Mayors Total		1,467,326	366,832	1,834,158
Will County	Countywide Intelligent Transportation Systems (ITS) Study	240,000	60,000	300,000
County Total		240,000	60,000	300,000
Metra	Program Development	336,000	84,000	420,000
Metra Total		336,000	84,000	420,000
Pace	TIP Development and Modeling	60,000	15,000	75,000
Pace	Rideshare Services Program (Smart Mobility Initiative)	66,000	16,500	82,500
Pace Total		126,000	31,500	157,500
FY 2020 UWP Total		18,137,724	4,534,432	22,672,156

FUNDING BY PROGRAM CATEGORY

The FY 2020 UWP is divided into six major program categories that define the scope of work that will be performed during the fiscal year. The program categories are briefly described below. Figure 2 shows the allocation of total FY 2020 UWP funds by category, and Table 2 shows how each project is allocated by category. Since a number of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the scope of work to be accomplished with these funds.

1. **Regional Transportation Planning**

This program category comprises the research, analysis, and regional coordination required to implement the region's long range regional transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources. Activities in this category will include the implementation of ON TO 2050. The budget for this program category totals \$3,653,475 or 16% of the total UWP.

2. **Transportation Improvement Program**

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with the regional comprehensive plan, functional plans, and federal rules. The budget for this program category totals \$3,767,009 or 17% of the total UWP.

3. **Public Involvement and Information**

The projects in this program category develop and implement mechanisms for obtaining input from partners, stakeholders and communities in the development of UWP funded plans and programs; inform the public about transportation planning activities in the region; and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities related to the regional comprehensive plan, ON TO 2050, fall within this category. The budget for this category totals \$4,516,782 or 20% 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 \$4,368,201 or 19% of the total UWP.

5. **Special Studies**

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

quality planning activities. Other activities in this category include ensuring that environmental and federal compliance are properly addressed in the region’s transportation plan. The budget for this category totals \$3,180,549 or 14% of the total UWP.

6. Sub regional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$3,186,141 or 14% of the total UWP.

FIGURE 2: Share of FY 2020 Funds by Category

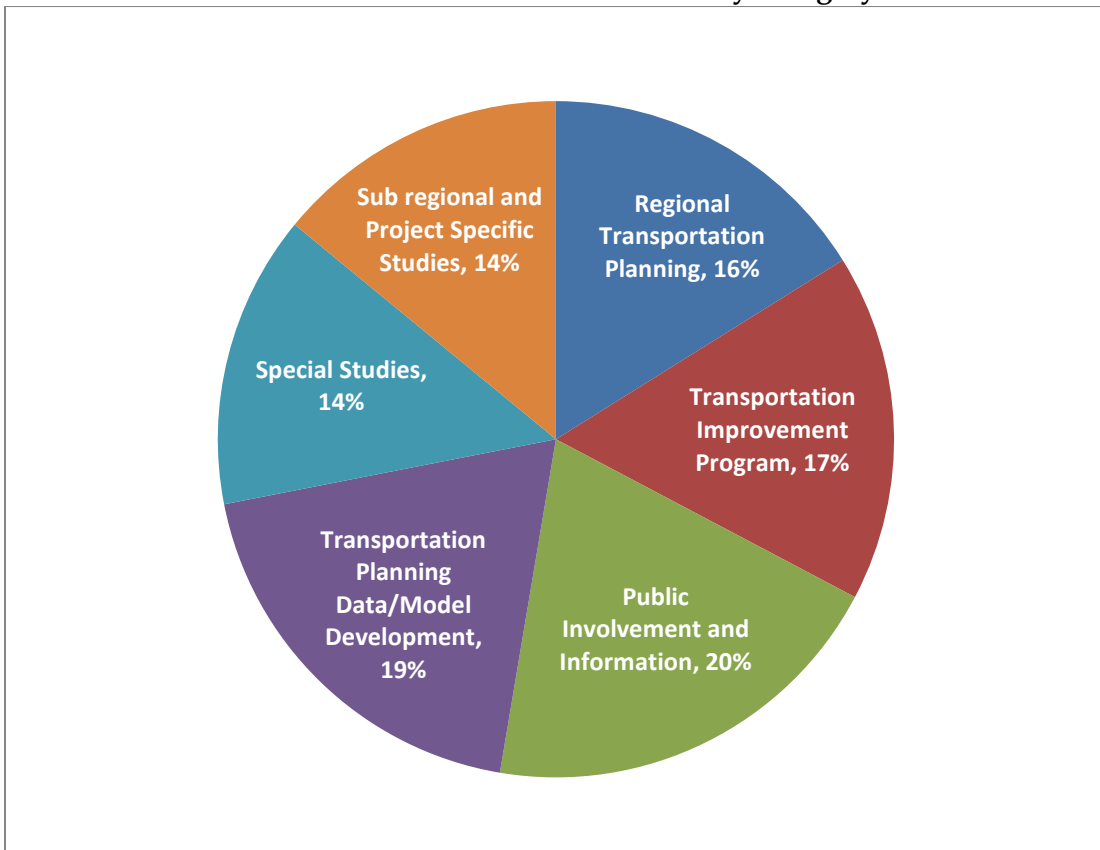


TABLE 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Sub regional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
CMAP	MPO Activities	17,253,048	2,933,018	1,725,305	3,450,610	3,968,201	3,105,549	2,070,366
CMAP	LTA / Community Planning Program	541,200			135,300			405,900
CTA	Program Development	525,000		315,000	210,000			
CTA /CDOT	Chicago Bus Priority Network Plan	375,000						375,000
City of Chicago	Transportation and Programming	866,250	86,625	433,125	86,625			259,875
City of Chicago	Streeterville Transportation Demand Management Plan	400,000				400,000		
Council of Mayors	Sub regional Transportation Planning, Programming and Management	1,834,158	366,832	917,079	550,247			
Metra	Program Development	420,000	42,000	294,000	84,000			
Pace	TIP Development and Modeling	75,000					75,000	
Pace	Rideshare Services Program (Smart Mobility Initiative)	82,500		82,500				
Will County	Countywide Intelligent Transportation Systems (ITS) Study	300,000	225,000					75,000
Total		22,672,156	3,653,475	3,767,009	4,516,782	4,368,201	3,180,549	3,186,141
Percentage of Total		100%	16%	17%	20%	19%	14%	14%

Brief Synopses of FY 2020 Recommended UWP Projects

MPO Activities

Purpose: CMAP is responsible for the implementation of the region's long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.

\$17,253,048

Local Technical Assistance (LTA) / Community Planning Program

Purpose: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation with land use, housing, economic development, governance, and environment. These grants will be available for planning activities. Projects have been, and future projects will be identified through a competitive application process administered jointly by CMAP and the RTA each year.

\$541,200

Chicago Metropolitan Agency for Planning (CMAP)

Agency Total:
\$17,794,248

Program Development

Purpose: This project supports regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.

\$525,000

CTA / CDOT – Chicago Bus Priority Network Plan

Purpose: The Chicago Transit Authority (CTA) and the Chicago Department of Transportation (CDOT) are collaborating to develop a citywide Bus Priority Network Plan (BPNP) for Chicago that would identify corridors where bus enhancements are most appropriate based on high ridership, slow bus travel times, and other relevant factors. The BPNP would also include a toolbox of bus-priority street treatments for the City of Chicago that would be considered for application in these corridors, ranging from small adjustments to pavement markings and curbside uses, to sophisticated signal changes and bus-only lanes. The BPNP would not assign particular treatments to specific corridors; that would be done as part of subsequent corridor-specific planning studies.

\$375,000

Chicago Transit Authority (CTA)	Agency Total: \$900,000
Transportation and Programming	\$866,250
<p>Purpose: To support the CMAP regional objectives as an MPO by ensuring the City of Chicago’s participation in CMAP’s transportation planning and programming processes including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the general public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>	
Chicago Department of Transportation – North Grant Park – Streeterville Transportation Demand Management Plan	\$400,000
<p>Purpose: The purpose of this Plan is twofold. First, to understand the complex multimodal dynamics that create gridlock for the crossroads of Illinois’s densest concentration of residents, employers, educational institutions, medical services and cultural attractions within the North Grant Park and Streeterville neighborhoods of Chicago (see Attachment 1, which shows the study area map and boundaries). Second, generate actionable solutions and recommendations through a transportation demand management (TDM) plan.</p>	
City of Chicago	Agency Total: \$1,266,250
Sub regional Transportation Planning, Programming and Management	\$1,834,158
<p>Purpose: To provide for strategic participation by local officials in the region’s transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>	
Council of Mayors	Agency Total: \$1,834,158
Program Development	\$420,000
<p>Purpose: The Program Development and Asset Management group programs the one-year and 5-year Capital Program for Metra. This program is made up of federal formula funds, RTA bonds, federal, state and local discretionary funds, RTA ICE funds, as well as Metra farebox funds. Asset</p>	

Management staff recently joined program development to assist in capital programming.

Metra	Agency Total: \$420,000
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TIP Development and Monitoring **\$75,000**
Purpose: The program develops a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois Region, which is consistent with and in support of the five-year regional TIP.

\$82,500

Rideshare Services Program (Smart Mobility Initiative)

Purpose: Pace RideShare would like to offer carpool participants a standardize cost for carpooling service. Currently, the software only matches drivers and riders. Outside of the software, Pace carpool drivers can charge riders any rate per mile that the rider is willing to pay. Some riders have no other option to work so carpool rates can have a serious impact. Pace would like to include payment within the software, so it guarantees a consistent and affordable experience for all participants.

With this grant, Pace would like to research and develop a price model for carpool service and define the business rules needed to load this fare structure into the software. Pace would also like to research and identify attractive incentives to encourage drivers to begin carpooling as well as grow their carpool into a Pace Vanpool. In addition, this work could be applied to future projects and expansion of on-demand services.

Pace	Agency Total: \$157,500
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Will County – Countywide Intelligent Transportation Systems (ITS) **\$300,000**
Purpose: As one of the fastest growing counties in the nation, Will County has seen significant growth over the last 3 decades and projected to continue to see growth into the future. Will County experiences right-of-way (ROW) constraints on its County Highway System and a number of highways on its system are at a maximum footprint. In order to be able to move additional traffic increased population creates, and to be ready for changes in technology, the County needs to study its options for the utilization potential of ITS systems on its network.

County Projects (Will County)	Agency Total: \$300,000
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Section II: Detailed Work Program by Recipient Agency

Chicago Metropolitan Agency for Planning (CMAP)

Project Title	Core MPO Activities
Sponsoring Agency	Chicago Metropolitan Agency for Planning (CMAP)
Federal Amount Requested	\$13,802,398
Local Match Amount	\$3,450,650
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$17,253,048

Description and Justification
<p>Brief Description</p> <p>CMAP is responsible for the implementation of the region's long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>
<p>Major Tasks (up to 20)</p> <p><u>Planning</u></p> <ol style="list-style-type: none"> 1. Direct technical assistance to communities through the LTA program through staff-led and management of consultant-led projects 2. Activities associated with implementation of local plans, as well as plan implementation assistance of ON TO 2050 3. Capacity building activities with local governments, including Embedded Staff Planner (ESP) program and Planning Commissioner trainings 4. Research and development of new approaches to be applied in local plans 5. Involvement of partner organizations in LTA projects 6. Regional Inventories Maintenance 7. Regional Land Use Model Development 8. Regional Indicators Development <p><u>Policy and Programming</u></p> <ol style="list-style-type: none"> 1. Federal Legislation, Regulation, and Policy – monitoring and policy analysis 2. Regionally Significant Projects Technical Assistance and Mobility Implementation 3. Strategic Regional Transit Investment Report

Description and Justification

4. Local Safety Analysis
5. Emerging Technology Task Force and Supporting Research
6. Strategic Truck Freight Policy and Bottleneck Analysis
7. Improvements for Transportation Analysis in ON TO 2050 Update
8. Equity Analysis of Transportation Fares, Fees and Enforcement
9. Regional Highway Traffic Signal Modernization Program Recommendations
10. Governance and Tax Policy Analysis
11. Development of Demographic Analysis
12. Inclusive Growth Implementation, Research and Policy Updates
13. Cluster Analyses – Local and Traded Clusters
14. Career Pathways research and report
15. Local Economic Development Policy Guide
16. Web Visualization and Policy Interpretation of Performance Measures
17. Establishment of Performance Targets
18. ON TO 2050 Indicator and Performance Monitoring
19. State Legislation, Regulation, and Policy – Monitoring and Policy Analysis
20. Federal Legislative Strategy and Engagement
21. CMAP Committee Support
22. Local Truck Routing and Community Plans
23. Grade Crossings Conceptual Engineering Analysis
24. Pavement Management Plans for Chicago Local Agencies
25. Advanced Travel Model Implementation
26. Travel and Emissions Modeling
27. Transportation Modeling Services to Regional Partners
28. Data Visualization Application Development
29. Household Travel Survey Update
30. Regional Intelligent Transportation System (ITS) Architecture Update
31. Estimation and Calibration of Activity-Based and Production Travel Demand Models
32. Tip Development and Management
33. Conformity of Plans and Programs
34. CMAQ and TAP-L Development
35. STP Shared Fund Program Management and Local Program Development Support
36. Active Program Management – Regional Partners (CMAQ and TAP)
37. Active Program Management – Local Programs (STP-L)
38. E-Tip Database Development and Maintenance
39. COM Support

Communications and Outreach

1. Printed Communication Materials
2. Media Relations and Messaging
3. Translation Services
4. Kiosk Deployment
5. Design Integration
6. Web Maintenance and Development
7. Digital Content Strategy and User Engagement
8. External Engagement
9. Public Engagement Tools

Description and Justification
<p><u>Information Technology Management</u></p> <ol style="list-style-type: none"> 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
<p>Core Justification <i>(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</i></p> <p>CMAP performs the core required MPO functions. CMAP involves local governments and coordinates planning activities with them, and advances the coordination of transportation planning with land use and other planning. The ON TO 2050 plan, which was adopted in October 2018, reflects the agency priorities, ranging from transportation finance, economic resilience, state and local taxation, to broader land use issues including housing and natural resource policies. CMAP is responsible for communicating to the public and stakeholder groups all activities and priorities of the CMAP Board and MPO Policy Committee. CMAP is the authoritative source for data and methods used for regional analysis. CMAP promotes online data sharing among MPO partners. Data sharing tools closes a gap in providing transparent decision making tools.</p>
<p>Core Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>The proposal responds to a number of the regional priorities: Local Technical Assistance and the Formation of Collaborative Planning Efforts; Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use; Modernization of the Public Transit System; Leveraging the Transportation System to Promote Inclusive Growth; Harnessing Technology to Improve Travel and Anticipating Future Impacts; Information sharing; Improved access to information; Air Quality Conformity Access to Information; Efficient Governance; Financial Planning; Improving Decision-Making Models and Evaluation Criteria for Project Selection.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The proposed activities reflect implementation action areas adopted in the region's long range plan ON TO 2050 and core activities of the MPO and are a continuation of the responsibilities of the MPO.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The products will benefit state and local public officials, transportation implementers, economic development practitioners, business leaders, the non-profit sector, and residents of the region.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Illinois Department of Transportation.</p>

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
PLANNING		
Operational		
Administration Local Technical Assistance (LTA) Program Administration Local Capacity Building Program Administration Planning Research and Problem Solving		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Projects		
Local Technical Assistance (LTA) 2017 Project Group (2017.014) Community Planner - Demonstration Project (2018.009) Local Technical Assistance (LTA) FY2020 Project Group (2019.006)		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Regional Land Use Model Development (2018.018)		
Year End Report	Q1 FY2021	Final Project report including activities in prior quarter and applicable documentation including: <ul style="list-style-type: none"> - Land use model estimation and calibration reports; - Documentation of data pre-processing scripts and proforma model parameters & mechanics; - Workflow documentation for scenario composition and adjusting model output indicators.
POLICY AND PROGRAMMING		
<u>Policy Development</u>		
Operational		
Implementation of ON TO 2050 Mobility Priorities Regional Transit Policy and Investment Local Safety Analysis and Implementation Governance and Tax Policy Analysis Development and Demographic Analysis		

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
Regional Economic Policy Analysis Establishment of Performance Targets ON TO 2050 Indicator and Performance Monitoring Visualization and Policy Interpretation of Performance Measures		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Federal and State Legislative Strategy and Engagement		
Agenda and Framework	Q3	
Convening ILGA members	Twice a year	
CMAP Committee Support		
Board and meeting agendas	Quarterly Reports with agendas compiled.	
Projects		
Modernizing Highway Traffic Signals		
Regional Highway Traffic Signal Modernization Program recommendations	Q4	
Local Truck Routing & Community Plans		
RFP/Consultant selection (3 of 3)	Q4	
Ongoing development of the Will County, Chicago, and Cook County Truck Routing & community plans	Q4	Plans in Q2 and Q4 of FY 2021. The Will County Study is being completed concurrently with a Local Technical Assistance plan to coordinate and improve recommendations.
Equity Analysis of Transportation Fares, Fees, and Enforcement		
Equity analysis of transportation fares, fees, and enforcement report	Q4	
Grade Crossings Feasibility Analysis		
RFP/Consultant selection	Q1	
Grade crossing engineering analyses (up to 20)	Q4	
Internal memo on implications for project selection	Beyond FY2020	

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
Pavement Management Plans for Chicago Local Agencies		
Municipal pavement management plans for up to 40 communities	Beyond FY20	The grant agreement does not specify a number of plans.
Report on lessons learned and policy recommendations for pavement data collection	Q4	
Transportation Modeling		
Operational		
Advanced Travel Model Implementation Data Visualization Application Development		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Travel and Emissions Modeling		
Conformity analysis modeling results	Q2, Q4	
Transportation Modeling Services to Regional Partners		
Report on Small Area Traffic Forecasts and project studies completed	Quarterly	
Projects		
Household Travel Survey Update		
Memorandum on final survey data weighting	Q1	
Final weighted survey database	Q2	
Project final report	Q2	
Research brief highlighting major trends in the survey data.	Q4	
Regional Intelligent Transportation System (ITS) Architecture Update		
Outreach Interview Summaries	Q1	
Updated ITS Architecture Database	Q3	
Final architecture website files	Q3	
Documentation on architecture changes and architecture website customization, installation and maintenance.	Q3	

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
Estimation and Calibration of Activity-Based and Production Travel Demand Models		
Detailed project work plan	Q3	
Processed travel survey data suitable for model estimation	Q4	
Transportation Capital Programming		
Operational		
TIP Development and Management Conformity of Plans and Program CMAQ and TAP-L Development Active Program Management STP Shared Fund Program Development and Local Program Development Support Council of Mayors eTIP Database Development and Maintenance		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
COMMUNICATIONS AND OUTREACH		
Operational		
Local Planning Support		
Support for Call for Projects announcement and project selection	Q4	
Municipal newsletter	Quarterly	
Progress report	Quarterly	
Policy and Programming Support		
Indicator development and publication	Quarterly	
Progress report	Quarterly	
Media Relations and Messaging Graphic Design Web Administration Public Engagement Tools, CRM		
Progress report	Quarterly	
Digital Content Strategy and User Engagement		

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
Analytics report and assessment of digital strategies	Quarterly	
Progress report	Quarterly	
Broad-Based External Engagement		
Stakeholder survey	Q4	
Progress reports	Quarterly	
Future Leaders in Planning (FLIP)		
FLIP program, parent orientation	July 2019	
Program application	Q3	
Program curriculum	Q4	
INFORMATION TECHNOLOGY AND FACILITIES		
Operational		
Internal Hardware and Software Management Web Infrastructure Management Information Security Office Systems Management User Support Facilities Freedom of Information Act (FOIA) Response Coordination		
Quarterly reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Projects		
Server Infrastructure Virtualization Upgrade		
Quarterly Reports	End of each quarter	Report of quarterly activities along with any applicable documentation
Hardware Procurement	Q1	Report progress in quarterly report due to cyber security concerns
Solution Design and Plan Document	Q2	Report progress in quarterly report due to cyber security concerns
Infrastructure Implementation	Q3	Report progress in quarterly report due to cyber security concerns
Office Relocation and Construction Project		
Quarterly Reports	End of each quarter	Report of quarterly activities along with any applicable documentation – This will

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
		be the only IDOT deliverable under this project.
Floor Plan Schematic Design Drawings	Q1	Design Development phase Schematic Floor Plan Drawings
RFP GC Services	Q1	RFP document for GC Services
Data Center Design Plan Document	Q1	Equipment List & Drawings of new Data Center
GC Consultant Selection	Q2	Contract
AV Development Plan Document	Q2	Equipment List & Drawings of Audio-Video for conference rooms
Furniture Design Plan	Q2	Development of Furniture Selection Plan
Construction Documents	Q2	Architectural and MEPFP construction drawings
Construction Permit	Q2	Construction drawing submittal and review by City of Chicago
RFP for Moving Services	Q3	RFP document for Moving Services
Office Build Out	Q4	Construction of physical office
AV Implementation	Q4	Implementation of AV equipment
Furniture Implementation	Q4	Delivery of Furniture & Installation
Data Center Implementation	Q4	Implementation of Data Center equipment
Mover Selection	Q4	Contract
FINANCE AND ADMINISTRATION PROGRAM		
Operational		
Finance and Accounting		
BOBs 2832 Reports	Quarterly	Performance and Budget Reports required by IDOT
Agency and Sub recipient Invoices	10 th Day of Month following invoicing period	IDOT Requirement
Single Financial Audits from Sub recipients	Q1	CMAP Sub recipient oversight requirement in grant agreement
Programmatic Risk Assessments (PRAs) from Sub recipients	Q1	CMAP Sub recipient oversight requirement in grant agreement
FY2019 Indirect Rate Plan	Q2	IDOT Requirement

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
Single Financial Audit	Q2	Not an IDOT Requirement
Employee W2s	Q3	Not an IDOT Requirement
Employee 1095s (ACA)	Q3	Not an IDOT Requirement
Annual Financial Report to the State Comptroller's Office	January 2020	
Procurements, Contracts and Commercial Datasets		
BOBs 2832 Report – Deliverables	Quarterly	IDOT Requirement as identified by Grant Agreements
Annual Procurement Training	Q2	Copy of Power point Training to IDOT with memo
Annual Evaluation of Federal and State Grant Agreement Provisions	Q4	IDOT Requirement – Memo to IDOT
OneSolution Business Process and Functionality Improvements		
Semi Annual Update Report	Q2 and Q4	Purpose is to advise IDOT of changes that are being made to the system to enhance internal controls, accountability and reporting.
Budget Management		
Uniform Budget Template for FY2021 UWP	Q3	
Internal Controls Questionnaire for FY2021 UWP	Q3	
Programmatic Risk Assessment Form for FY2021 UWP	Q3	
FY2021 UWP Budget	Q4	
FY2021 CMAP Comprehensive Budget	Q4	
Project and Performance Management		
Software and Project Management Implementation Vendor Selected	Q2	Not an IDOT Requirement
Deliverables and Performance Measurements Training	Q2	Not an IDOT Requirement
Project Management Procedural Review and Recommendations	Q3	Not an IDOT Requirement
Project Management Software Selected	Q3	Not an IDOT Requirement
Project Management Software Implemented	Q4	Not an IDOT Requirement
Training Plan Developed	Q4	Not an IDOT Requirement

Deliverables and Completion Schedule		
Deliverables	Completion Timeline	Comments
External Resources Development and Management		
Annual Grant Fraud Training	Q4	IDOT Requirement
Human Resources and Administration Program		
Benefits Administration		
457 Deferred Compensation Benefit Educational Seminars	Quarterly	Not an IDOT Requirement
FY2020 Benefits Package (Medical, Dental, Vision and Insurance)	Q1	Not an IDOT Requirement
Benefits Open Enrollment Meeting	Q2	Not an IDOT Requirement
Annual Benefits Study	Q4	Not an IDOT Requirement
Diversity and Inclusion		
Employee Relations		
Merit Increase and Promotion Letters	Q1	Not an IDOT Requirement
Guidelines for Mid-Year Check In Meetings	Q2	Not an IDOT Requirement
Guidelines for Annual Performance Evaluation Process	Q3	Not an IDOT Requirement
Management Training on Annual Performance Evaluation Process	Q3	Not an IDOT Requirement
Human Resources Policy Development		
FY2020 Personnel Handbook Released	Q1	Not an IDOT Requirement
Management Training on FY2020 Personnel Handbook	Q1	Not an IDOT Requirement
Employee Training on FY2020 Personnel Handbook	Q1	Not an IDOT Requirement
Management Association HR Check-Up Review of CMAP Policies	Q3	Not an IDOT Requirement
Recruitment and Training		

Expense Breakdown	
Staff Cost associated with these activities	\$9,123,370
Overhead Cost associated with these activities	\$2,282,900
Total Person Months	1006

Consultant Cost	\$3,188,451
Other Costs	\$2,658,327
Total Program Cost	\$17,253,048
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.	

CMAP BUDGET SUMMARY FOR FY 2020 UWP

Program	Staff	Total Person Months	Indirect	Consultant Costs	Other Costs	Total CMAP Cost
Local Planning	\$3,221,270	377	\$794,200	\$593,000	\$914,030	\$5,522,500
Policy and Programming	\$4,141,750	432	\$1,049,800	\$777,109	\$999,891	\$6,968,550
Communications and Outreach	\$1,113,050	127	\$279,600	\$581,620	\$234,410	\$2,208,680
Information and Technology	\$647,300	70	\$159,300	\$1,236,722	\$509,996	\$2,553,318
	\$9,123,370	1006	\$2,282,900	\$3,188,451	\$2,658,327	\$17,253,048

CONTRACT DETAIL

Program	Purpose	Amount
<u>Planning</u>		
Visualization Support for LTA projects	Renderings, illustrations, and visualizations to be used for several ongoing or upcoming LTA projects	\$32,000
MetroQuest (or other vendor)	Public engagement tool for the LTA program	\$48,000
Plan Commission Training	Training local officials	\$2,000
Transportation Engineering Services	Specialized services to provide general cost and feasibility recommendations of transportation related elements for LTA projects	\$75,000
Market Analysis Services	Specialized services to provide economic feasibility recommendations for LTA projects	\$75,000
Translation Services	Support for translation services at public outreach events	\$10,000

Program	Purpose	Amount
Land Use Development Model	Development of a land use model capable of generating localized estimates of forecast population and employment distributions based on various factors (software under other costs)	\$250,000
NDD Evaluation to Support Land Use Model	Support to evaluate the database used in the development of the Support Land Use Model	\$25,000
Developer Panel – Urban Land Institute	Support to conduct developer panels to evaluate revitalization efforts in selected LTA projects	\$40,000
<u>Communications and Outreach</u>		
Web Development and Maintenance	Support for enhancing and maintaining the CMAP website	\$275,000
Web Hosting and Support	Hosting and technical services for the CMAP web server	\$50,000
Design Integration	Support for instilling design to maximize impact and usability of CMAP print and web materials	\$225,000
Kiosk Support Services	Provide logistics and support services for CMAP kiosks	\$25,000
Translation Services	Support to translate ON TO 2050 materials in multiple languages	\$3,000
<u>Policy and Programming</u>		
TIP Database Maintenance	Maintenance of TIP database	\$110,909
Travel Demand Model Re-estimation and Calibration	Support to estimate and calibrate CMAP's travel demand models using the newly-collected My Daily Travel Household and activity survey data	\$300,000
Regional ITS Architecture Update	Support to update the existing architecture to include development of more concepts of operations, incorporation of ON TO 2050, and regional communication system standards	\$75,000
Freight Bottle-neck Elimination Conceptual Engineering	Contract with engineering firm to explore existing grade-crossings and truck bottleneck locations to determine roadway deficiencies, solutions to eliminate delays, and how to incorporate in CMAP's programming activities	\$125,000
Regional Transportation Data Archive	Support for the data archive which collects roadway sensor data	\$35,000

UNIQUE OTHER EXPENSES

Program	Purpose	Amount
Commercial Data Sets	Purchase of commercial data sources and mapping	\$409,800
Software Maintenance/licenses	Annual fees	\$390,704

Program	Purpose	Amount
IT Support	Management, maintenance and monitoring of all CMAP network, financial and communications network	\$543,692
Office Equipment Maintenance	Service charges associated with the repair and maintenance of office equipment used by CMAP	\$74,600
Co-Location Hosting Services	Cost related to maintaining remote location for data for the purpose of business continuity, storage capacity and cybersecurity protection.	\$3,888
Sub-Recipient and Contract Audit Services	Cost related to hiring an auditing firm to conduct sub-recipient and contract audit services as required by IDOT grant agreement	\$150,000
Project Management Services	Support for software and implementation of project management software to meet requirements of BOBs 2832 reporting requirements	\$100,000
Network Security Audit	Annual security audit of agency's network and cybersecurity implementation plan	\$40,000

Project Title	Local Technical Assistance (LTA) and Community Planning Programs
Sponsoring Agency	CMAP, with suballocation to RTA depending on projects
Federal Amount Requested	\$433,000
Local Match Amount	\$108,200
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$541,200

Description and Justification
<p>Brief Description</p> <p>This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation with land use, housing, economic development, governance, and environment. These grants will be available for planning activities. Projects have been, and future projects will be identified through a competitive application process administered jointly by CMAP and the RTA each year. The 2018 call for projects occurred between September 6, 2018, and October 26, 2018. If the full requested level of funding and match is awarded it will support in whole or in part approximately 5 local plans led by CMAP and 1 plan led by RTA. The project selection process is still underway however, it is anticipated that the CMAP projects will include two transportation plans, a transit area land use plan, and two comprehensive plans; and the RTA projects will include a transit corridor assessment.</p>
<p>Major Tasks (up to 20)</p> <p>Pre-Proposal Tasks:</p> <ol style="list-style-type: none"> 1. Hold an application process for new projects. As in the past several years, CMAP and the RTA produced joint application materials. Both agencies used the same initial application materials for both staff assistance and consultant assistance projects. CMAP and RTA jointly hosted an open house event to help prospective applicants understand eligible project types, showcase previously accepted projects, and propose new project ideas. UWP funding would be used for those projects requiring consultant assistance. Project applications were due on October 26, 2018. 2. Review and evaluate project applications. CMAP and the RTA reviewed applications received and divided them between the agencies based on their appropriateness (i.e. the RTA received applications that primarily focused on transit). The transit service boards, CDOT, Chicago DPD, County Development Directors, working committees, Planning Liaisons, and partner technical assistance providers were asked to provide feedback on any/all applications. CMAP and the RTA will jointly agree on projects to be funded through this UWP grant, and also will decide which agency is more appropriate to administer each grant. Following board approval of the selected projects (Step 3, below), CMAP will then subgrant funds to the RTA to cover the project(s) that RTA will administer. <p>Post-Proposal Tasks:</p> <ol style="list-style-type: none"> 3. Select new projects. For projects administered by CMAP, applicable approvals from the CMAP Board and MPO Policy Committee will be sought in the spring of 2019, with a recommendation

Description and Justification
<ol style="list-style-type: none"> 4. from the Transportation Committee and Coordinating Committee prior to presentation to the Board and MPO Policy Committee. Projects administered by the RTA will be presented to the RTA Board in the first part of 2019. 5. Initiate new projects. Successful communities will work with CMAP/RTA to select qualified consultants. 6. Implement selected projects. Each project is expected to result in the adoption of a plan or a regulatory document by at least one unit of local government. Each project is also expected to advance the implementation of RTA's Invest In Transit strategic plan and ON TO 2050 by translating the principles of the regional plan into local planning practice. 7. Evaluate program success and make adjustments. Each year, CMAP and the RTA consider and make modifications to application forms and processes, consultant procurement processes, and evaluation methods, and other administrative elements of this program.
<p>Competitive Justification <i>(please identify the regional focus area associated with this project)</i></p> <p>Local Planning Technical Assistance and the Formation of Collaborative Planning Efforts</p>
<p>Competitive Justification <i>(please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</i></p> <p>This project responds directly to the "Local Planning Technical Assistance and the Formation of Collaborative Planning Efforts" UWP Committee's regional priority.</p> <p>The focus of the CMAP Local Technical Assistance Program and RTA Community Planning Program are to provide assistance to local governments through direct, customized planning technical assistance. Because of the central role that local governments have in the implementation of ON TO 2050, the anticipated projects also indirectly support two other regional priorities identified by the UWP Committee which are: "Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use" and "Leveraging the Transportation System to Promote Inclusive Growth".</p>
<p>Competitive Justification <i>(will this project inform or achieve regional or subregional land use, housing environmental, economic development, or human services goals? please explain)</i></p> <p>This project most strongly addresses transportation and land use/housing goals, and is also relevant to environmental, economic development, and human services as they relate to transportation.</p>
<p>Competitive Justification</p> <p>This project directly implements multiple ON TO 2050 recommendations:</p> <p>Governance pg. 225: <i>ON TO 2050 implementation will require technical assistance and strategies for building capacity, with a focus on each community's need for expertise and systems that promote resilience and growth.</i></p> <p>Governance pg. 226:</p>

Description and Justification

Build on successes of the Local Technical Assistance (LTA) program

Governance pg. 227:

CMAP and partners should continue to provide technical assistance to lower capacity communities, and develop new ways to build their capacity over time.

CMAP should coordinate with partners to provide supplemental planning staff for local governments with limited or no planning staff to help with program activities determined in consultation with each municipality, after determining their priorities and needs.

Governance pg. 228:

CMAP and partners should target technical assistance, trainings, and other assistance to municipalities in low income or low market areas.

Governance pg. 204:

CMAP should establish or enhance partnerships with local, regional, and state entities across sectors in developing and implementing inclusive growth strategies for the Chicago region, building on CMAP’s expertise in transportation and land use issues.

CMAP should continue to share its expertise and knowledge of the region and its communities within larger efforts to decrease economic inequality and promote inclusive growth.

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

Yes. CMAP and the RTA have submitted joint applications similar to this one annually since FY14.

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

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

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

The funds that are sub-granted to the RTA will be supplemented by RTA funds and a local contribution provided by the local project sponsors. The funds that are programmed by CMAP will be matched by the Illinois Department of Transportation, local contributions provided by local project sponsors, and other sources.

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Selection of projects to receive grant funding	Outside distribution	Before June 30, 2019
Initiation of local projects	Plan / program	Between July 1, 2019 and June 30, 2024
Completion of local projects	Plan / program	Before June 30, 2024

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Conduct a consultant selection process for each project funded by the FY2020 UWP Competitive fund	Number of processes conducted	June 30, 2024
Enter into consulting contracts for each project funded by the FY2020 UWP Competitive fund	Number of contracts	June 30, 2024

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with this Project	\$
Overhead Cost associated with this Project	\$
Total Person Months	
Consultant Cost	\$541,200
Other Costs (provide details below)	\$
Total Project Cost	\$541,200
Please specify the purpose of consultant costs Consultant costs are intended to produce plans and policy documents for local governments or other eligible project sponsors in the Chicago metropolitan region	

Please specify the purpose of other costs

All costs in this project are consultant costs (either contracted with CMAP or RTA). Projects are scheduled to begin initiation after July 1, 2019 with all projects being completed before June 30, 2024.

Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.

Attached.

City of Chicago Department of Transportation (CDOT)

Project Title	Chicago Transportation Planning and Programming
Sponsoring Agency	Chicago Department of Transportation (CDOT)
Federal Amount Requested	\$693,000
Local Match Amount	\$173,250
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$866,250

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>The purpose of this project is to support the CMAP regional objectives as an MPO by ensuring the City of Chicago's participation in CMAP's transportation planning and programming processes including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the general public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Technical Studies and Analysis 2. TIP Development, Monitoring, and Active Program Management 3. STP – Program Development 4. Work with CMAP and other agencies on the development and implementation of performance measurements as per Federal requirements 5. Planning Coordination/Liaison (including participation in various CMAP committees including but not limited to the CMAP Board, MPO Policy Committee, Transportation Committee, CMAQ Committee, and UWP Committee) <p>NOTE: Additional detail is provided in the accompanying addendum</p>
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>TIP: Develop, maintain, and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.</p> <p>Plan Implementation: Contribute to the implementation of goals and objectives of the region's long-range, comprehensive plan, ON TO 2050, by developing and representing the City of Chicago's transportation plans, projects, and programs within the regional process.</p>

UWP: Advance the goals and focus areas of the UWP through the participation of the City of Chicago.

Public Participation Plan: Assure public involvement at the project level.

Federal Requirements: Federal law requires the participation of the City of Chicago in the MPO planning process.

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

As CDOT staff continues to work on the major tasks on an ongoing basis, the task deliverables ensure that the project will address all of the regional priorities.

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

Yes. The project assures continued and on-going participation from the City of Chicago in the regional planning process and in supporting/implementing the principals, goals, and recommendations set forth in CMAP's ON TO 2050 Plan.

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

Residents and businesses within the City of Chicago and the northeast Illinois region
Visitors from all over the region, country, and world, as Chicago is a tourist destination

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

City funds

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Planning study/technical analysis reports	Technical (or policy recommendation) memos, plan or report documents	6/30/20
Development, monitoring, and active program management of the fiscally constrained TIP (CDOT portion), including but not limited to STP, CMAQ, and other fund sources as required/when available	Program applications, back-up documentation	6/30/20
Development, monitoring, and active program management of other planning fund programs, including but not limited to the CMAP LTA Program, RTA	Program applications, back-up documentation	6/30/20

Community Planning Program, and IDOT SPR Program		
Coordination with government agencies (e.g., CMAP, IDOT, FHWA, FTA) and stakeholder organizations	Meeting notes and summary memos as needed	6/30/20
Coordination with elected officials and the public	Meeting notes and summary memos as needed	6/30/20

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Planning study/technical analysis reports	Status report per quarter	6/30/20
Development, monitoring, and active program management of the fiscally constrained TIP (CDOT portion), including but not limited to STP, CMAQ, and other fund sources as required/when available	Status report per quarter	6/30/20
Development, monitoring, and active program management of other planning fund programs, including but not limited to the CMAP LTA Program, RTA Community Planning Program, and IDOT SPR Program	Status report per quarter	6/30/20
Coordination with government agencies (e.g., CMAP, IDOT, FHWA, FTA) and stakeholder organizations	Status report per quarter	6/30/20
Coordination with elected officials and the public	Status report per quarter	6/30/20

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$883,575
Overhead Cost associated with these activities	\$0
Total Person Months	96
Consultant Cost	\$0

Expense Breakdown							
Other Costs	\$0						
Total Program Cost	\$883,575						
Please specify the purpose of consultant costs							
N/A							
Please specify the purpose of other costs							
<p>In FY 14 the UWP Committee decided to no longer fund consultant costs for core activities, which reduced CDOT's award by \$500,000. To enable CDOT to still meet Federal requirements, it was agreed that CDOT would be able to hire three (3) new employees and charge their full cost (salary, fringe, and indirect costs) to this project proposal. CDOT was awarded \$300,000 to do so. The actual cost at that time for the three (3) new hires was \$367,869.</p> <p>For FY 19 that cost has increased to \$415,093, an increase of \$115,093 as compared to the amount originally awarded. The breakdown of expenses for the three (3) agreed upon hires is:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Total Salary Cost</td> <td>\$234,768</td> </tr> <tr> <td>Total Fringe Cost</td> <td>\$123,323</td> </tr> <tr> <td>Total Indirect Cost</td> <td>\$ 57,002</td> </tr> </table>		Total Salary Cost	\$234,768	Total Fringe Cost	\$123,323	Total Indirect Cost	\$ 57,002
Total Salary Cost	\$234,768						
Total Fringe Cost	\$123,323						
Total Indirect Cost	\$ 57,002						

ADDENDUM TO THE CITY OF CHICAGO'S APPLICATION FOR FY20 UWP CORE FUNDING

Proposed FY20 Scope of Services

I. Technical Studies and Analysis

- a. Determine data needed for various performance-based planning efforts internally and regionally (including the various programming efforts for STP funds) and assist in the collection and analysis of that data.
- b. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian and other intermodal programs, projects and policies.
 - i. Develop scope of work, including the estimated project schedule and budget.
 - ii. Collect existing conditions data and create technical memos, alternatives, preferred alternative plan profiles, and/or policy recommendations.
 - iii. Coordinate study deliverables within CDOT and with other public agencies responsible for engineering, implementation, plan review, and/or other issues as needed.
- c. Participate in the scoping and process of other City department or public agency planning projects as needed.
- d. Participate in the preliminary engineering scoping and process of intensive capital project and during the formulation/implementation of low-cost capital projects.

- e. Develop and process agreements for program funding, planning studies, and/or other transportation programs/projects.
- f. Develop proposals for Unified Work Program (UWP) funding and complete funded studies including administrative requirements.
- g. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- h. Review transportation-related legislation, regulations, policies, and subregional/neighborhood plans.

II. Transportation Improvement Program (TIP) Development, Monitoring, and Active Program Management

- a. Develop the City's projects for the annual and multi-year components of the TIP.
- b. Provide project status reports and attend regular coordination meetings with CMAP, IDOT, and/or FHWA/FTA staff for regionally significant projects in the TIP.
- c. Participate in the project development and application/selection processes of federal/state fund programs that are included into the TIP. This includes, but is not limited to, the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Transportation Enhancement (TE) Program, the Safe Routes to School (SRTS) Program, and the Highway Safety Improvement Program (HSIP).
- d. Prepare City projects chosen during the selection process of the federal/state fund programs mentioned above for inclusion into the TIP. This includes utilizing the established IDOT Local Project Agreement (LPA) process to facilitate reimbursement, working with the Chicago Office of Budget and Management to secure local match, and adding a project into the City's annual ordinance adopted by City Council.
- e. Document any TIP project scope of work, schedule, and cost changes. Prepare TIP amendments as needed.
- f. Participate in CMAP's ongoing Congestion Management Process.
- g. Monitor the TIP Conformity Analysis, including the semi-annual conformity amendments based on TIP amendments.

STP – Program Development

- h. Working within parameters established by federal, state, and regional regulations, guidance, agreements, and best practices, develop/implement the following:
 - i. The City's project selection process and project list for STP funds that adhere to the agreement as adopted by the City of Chicago and the Suburban Council of Mayors. Select projects for submittal to the STP Shared Fund program for funding consideration. Establish performance measures that CDOT will implement (per federal requirements) when monitoring STP projects.
 - ii. A project selection process for the Regional Shared Surface Transportation Competitive Program that adheres to the adopted agreement and is part of a cooperative effort with CMAP, Suburban Council of Mayors, and other members of CMAP's STP Project Selection Committee. Work with CMAP, the Suburban Council of Mayors, FHWA, and others to develop/implement an improved performance-based programming of STP funds as required by federal law/rules.
 - i. Coordinate with other CDOT divisions, City departments, and elected officials to prioritize project funding needs in an ongoing basis and revise the STP project list as needed, adhering to the established performance measures/federal regulations, City priorities, and funding constraints.
 - j. Develop an annual and a multi-year STP project list that is fiscally constrained and realistic in terms of an implementation time frame for inclusion in the TIP. Document any STP project scope of work, schedule, and cost changes. Revise these projects in the TIP as necessary.

III. Planning Coordination/Liaison

- a. Participate in the implementation of the ON TO 2050 Plan and subsequent long-range transportation plan development processes established by CMAP. Coordinate the integration of ON TO 2050 focus areas into City initiatives and projects as appropriate.
- b. Committee Coverage
 - i. Attend meetings and provide assistance to City departments and other agencies as needed to advance/facilitate the City's transportation program into the region's transportation planning and funding process.
 - ii. Represent CDOT in various federal, state, and local agency committee meetings. This would include various CMAP committees such as (but not limited to) the CMAP Board, MPO Policy Committee, Coordinating, Committee, Transportation Committee, CMAQ Committee, and UWP Committee.
- c. Support the development and implementation of applications for planning funds, including but not limited to CMAP's Local Technical Assistance (LTA) Program and UWP, RTA's Community Planning Program, and IDOT's Statewide Planning and Research (SPR) Program.
- d. Coordinate with and provide assistance to appropriate City departments, elected officials, and other agencies/stakeholder organizations on the regional transportation planning process as developed by CMAP.
 - i. Maintain sufficient interaction with other City departments in order to represent other City needs/concerns related to the regional transportation planning process at regional forums and meetings.
- e. Provide information on CMAP activities to appropriate City departments, elected officials, and other agencies/stakeholder organizations.
- f. Keep CMAP, City departments, stakeholder organizations, elected officials, and the general public within the City of Chicago informed of various transportation studies, plans, initiatives, and projects on an ongoing basis.
 - i. Adhere to CDOT's established processes for setting-up project coordination meetings.
 - ii. Adhere to CDOT's established processes for setting-up and informing the general public of upcoming public meetings for studies, plans, and projects.
 - iii. Refer to CMAP's Public Participation Plan as needed.
- g. Perform administrative functions for any UWP projects secured by the City.

Project Title	North Grant Park - Streeterville Transportation Demand Management Plan
Sponsoring Agency	Chicago Department of Transportation
Federal Amount Requested	\$320,000
Local Match Amount	\$80,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$400,000

Description and Justification
<p>The purpose of this Plan is twofold. First, to understand the complex multimodal dynamics that create gridlock for the crossroads of Illinois’s densest concentration of residents, employers, educational institutions, medical services and cultural attractions within the North Grant Park and Streeterville neighborhoods of Chicago (see Attachment 1, which shows the study area map and boundaries). Second, generate actionable solutions and recommendations through a transportation demand management (TDM) plan.</p> <p>The proliferation of special-use modes such as TNPs, taxis, tour group and school trip buses, commuter shuttles, and tourist trolleys all compete for the same road space, whether it be within roadway lanes or loading zones that become de facto pick up/drop off points. These modes can also impact the efficient flow of traffic through behaviors such as, but not limited to, double parking and queuing in roadway lanes. This often negatively affects other modes, specifically CTA bus service, bicyclists and pedestrians. Patchwork accommodations for special-use modes are not enough as density increases and more visitors flock to Illinois’s top destinations. A coordinated TDM plan will re-imagine existing infrastructure to meet future special-use mode demand, incentivize efficiencies, leverage public-private partnerships to address mobility needs, and develop policies that proactively manage special-use mode travel behavior.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop a stakeholders list, convene working groups and conduct interviews with transportation operators and neighborhood groups. Document typical problems faced by operators. Engage these groups throughout the planning process. 2. Generate an existing conditions report that details the typical travel behavior of special-use mode users by location, mode, time of day, day of week, season, etc. This will include fieldwork to assess block-by-block curb-use activity, parking, and signage to determine the difference between current regulations and actual use. This report will be an appendix to the TDM and serve as the foundation for all proceeding planning activities. 3. Produce maps/diagrams that communicate the typical operations of all special-use modes as well as typical problems raised by neighborhood groups. Due to multiple complex multilevel roadways, visually conveying information will be particularly important for stakeholders and operators.

4. Conduct analysis of relevant prior planning studies, recently completed projects, case studies, technological innovations, and national/international best practices to understand the universe of solutions that exist or are emerging.
5. Create a policy recommendations report that comprehensively addresses all special-use modes. Include recommendations to develop public-private partnerships that incentivize operational and physical efficiencies. Identify funding opportunities to improve the environment through alternative-fuel vehicles and electrification.
6. Complete the Gateway Chicago Transportation Demand Management Plan for implementation.

Competitive Justification (please identify the regional focus area associated with this project)

This project is inherently related to all three of ON TO 2050's principles. The project supports inclusive growth through improving last-leg trip segments from regional and CTA rail stations to major employers such as Northwestern Memorial Hospital, Navy Pier, Blue Cross Blue Shield, and high concentrations of hotels, offices and retail. Efficient mobility of multiple mode options to, from and within the study area is paramount to improve regional access to employment opportunities.

In terms of resilience, a patchwork system of solutions have been pieced together to cope with the quickly changing transportation landscape. Without a comprehensive understanding of today's problems, we cannot begin to address the future ones. Developing public-private partnerships through this project will connect lines of communication between special-use mode operators. Not only will this aid coordination, but also provide the conduit to address sudden disruptions and effectively coordinate resources in the face of uncertainty.

This project most strongly supports the principle of prioritized investment. The purpose and goal of this project is to realize the potential of existing resources to meet growing and evolving future needs. The Chicago region could maximize the use of existing infrastructure through a TDM. This project can demonstrate the benefits of such a plan in arguably one of the most complex and difficult to manage areas of the region.

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

This project most strongly supports the **Harnessing Technology to Improve Travel and Anticipating Future Impacts regional** principal. The goal of this project is to understand the current complex mobility dynamics within the study area and adapt the existing infrastructure to meet future needs. The project calls for analysis of TDM best practices, innovations, and case studies to recommend policies that meet evolving demands and challenges. This analysis may result in the application of technologies to better monitor and coordinate special-use modes. A specific example of decreasing VMTs may come from developing a public-private partnership to consolidate existing commuter shuttle services or develop dynamic drop-off/pick-up locations for TNPs to avoid known congestion patterns. The study area is already in the future in terms of using emerging transportation technology and travel behavior; however, in terms of infrastructure, our understanding and policies have not yet caught up.

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 most strongly supports the mobility goal of a modern multimodal system that adapts to changing travel demand. The goal of this project is to have us rethink the current allocation of road space to accommodate the proliferation of special-use modes but also make the road network work better for CTA bus service, bicyclists, and pedestrians.

Competitive Justification (which particular GO TO 2050 recommendation will this project contribute to or implement?)

- As noted, this project strongly supports the recommendation to **harness technology to improve travel and anticipate future impacts**.
- This project generally supports the recommendation of making **transit more competitive** through proper accommodation of special-use modes that otherwise contributes to congestion that negatively affect CTA bus service. CTA buses currently use road space on multilevel streets and off-street space for midday storage. Understanding these needs will help identify operational improvements and accommodate future needs.
- The recommendation to **leverage the transportation network to promote inclusive growth** inherently supports this project. The project achieves this by improving connections and travel options between some of the highest concentrations of employers in the state to regional and CTA rail stations. For example, Navy Pier supports over 70 businesses with over 3,000 employees, not to mention millions of annual visitors, but is nearly one mile from the nearest CTA rail station. Major concentration of hotels, offices, and retail businesses support tens of thousands more employees and visitors daily.
- **Improving travel safety** is a pillar of any CDOT initiative. Specific to this project, bicyclists all too often must compete with special-use mode in spaces designated for bike travel. The inefficiencies of road space allocation and curb-use regulation exacerbate bike lane violations leading to unsafe conditions that inhibit biking as a mode choice. Likewise, pedestrians must navigate a maze of special-use modes that operate unpredictably or outside curbside regulations or rules of the road. Calming traffic and bringing order to special-use mode operations will create a more predictable and comfortable environment for pedestrians.
- Finally, the project will help **improve resilience of the transportation network to weather events and climate change**. When weather related disruption in the study area occurs today, there is no way to coordinate the orderly operation of hundreds of special-use vehicles serving thousands of people. This project will develop operational prescriptions for these operators and develop a communication networks that emergency officials could tap.

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

Generally a new effort, but consistent with and builds upon previous efforts including but not limited to the River North – Streeterville Transit Alternatives Study and site specific and/or employer based parking management strategies and transportation management associations in the study area.

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

All members of the traveling public will benefit that travel to, from or within the study area. Reducing congestion can aide on-time performance for CTA routes passing through the study area, cascading benefits throughout the City. Benefits of this project will also improve the quality of life for residents in the North Grant Park and Streeterville neighborhoods.

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

City funds

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Stakeholder interviews	Report document	Q2 2020
Existing conditions report	Report document	Q4 2020
Travel behavior/community issue maps and diagrams	Report document	Q4 2020
Case study/best practice report	Report document	Q4 2021
Transportation Demand Management Plan	Plan document	Q2 2022

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

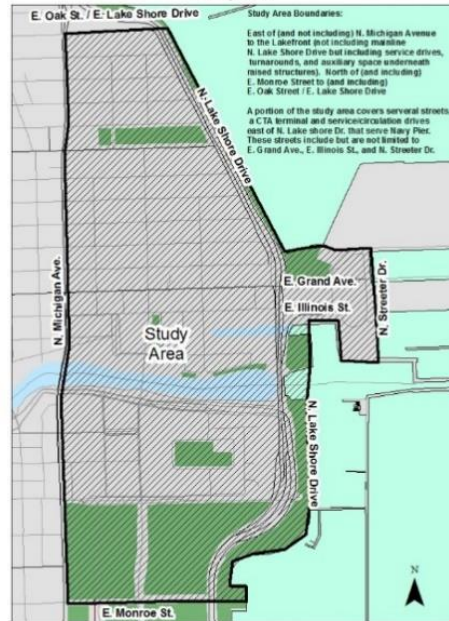
Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
10+ Stakeholder Interviews and ongoing engagement through working group meetings approx. once a quarter between Q1 2020 – Q2 2022.	Number of stakeholder interviews will be tracked against the stakeholder list which is to be determined. Number of working group meetings will be tracked. Number of working groups to be determines. At least 10 stakeholder meetings are anticipated	Q2 2020
Complete the existing conditions report	This will be tracked by the satisfactory completion of this report	Q4 2020
6+ Maps and diagrams detailing study area sub-areas and complex multilevel Roadways	Maps and diagrams will be based on the need to detail complex movements between	Q4 2020

	multilevel roadways the amount of which is to be determined. At least 6 maps/diagrams anticipated.	
Complete the literature review, prior studies review, and case study/best practice report	This will be tracked by the satisfactory completion of this report	Q4 2021
Complete the Transportation Demand Management Plan	This will be tracked by the satisfactory completion of this report	Q2 2022

*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.

Attachment 1

North Grant Park - Streeterville Transportation Demand Management Study Area



Expense Breakdown	
Staff Cost associated with this Project	\$0
Overhead Cost associated with this Project	\$0
Total Person Months	30
Consultant Cost	\$400,000
Other Costs (provide details below)	\$0
Total Project Cost	\$400,000
Please specify the purpose of consultant costs	

To conduct public engagement, data collection, quantitate and qualitative analysis, document generation, and planning activities

Please specify the purpose of other costs

No other costs anticipated

Please provide spend plan for this project (provide in Excel format). BOBs 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBs 2832 form for quarterly reporting requirements from IDOT.

Council of Mayors

Project Title	Sub-Regional Transportation Planning, Programming, and Management
Sponsoring Agency	Council of Mayors
Federal Amount Requested	\$1,467,326
Local Match Amount	\$366,832
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,834,158

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>To provide for strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Communication and Public Involvement 2. General Liaison Services 3. Program Development and Monitoring – Development of STP and monitoring of all funding sources including federal and state 4. Active Program Management 5. Technical Assistance
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>The Planning Liaison (PL) program provides a direct link between municipalities, counties, CMAP, IDOT and other partner agencies working to accomplish core activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of ON TO 2050, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.</p>
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>Planning work toward continual implementation of ON TO 2050 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.</p>

<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The PL Program is a continuous program.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The region's municipalities, counties, and transportation agencies and the constituents of these bodies.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Quarterly Report	Narrative and fund expenditures	Quarterly
Annual Report	Report	Q4
Calendar of Council Meetings	Website Calendar	Ongoing
Council meeting agendas, materials, and minutes	Website and distributed	Ongoing
Council Website/Web Pages	Website	Ongoing
Council Newsletters and Emails	To Members	Ongoing
Program and funding information for Council members	To Members, Website	Ongoing
Attend CMAP trainings	Meetings	Ongoing
Training opportunity announcements	Meetings	Ongoing
Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information	Memos Internal	Ongoing
Project and program status updates	Report	Ongoing
Project documentation in eTIP	Website	Ongoing

Local Council STP project selection and APM methodologies	Website	Q2
Call for projects	Report and Website	Q3
Training Materials	Report	Q3
Staff recommended active and contingency programs	Report	Q4
Project and program updates	Report	Ongoing
Complete and updated project information in eTIP	Report	Ongoing
Project meeting schedules and notes	Website	Ongoing

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Regional Planning Support	Number of CMAP Board, CMAP Transportation and MPO Policy Committee Meetings Attended Quarterly	Q1, Q2, Q3, Q4
Active Program Management of Locally Sponsored Programs	% of TIP changes submitted during open amendments vs. TIP changes submitted between amendments	Q1, Q2, Q3, Q4
STP Program Development	STP Project Selection and APM Rules Methodologies Approved by Local Council	9/30/19

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

**-"Engaged Communities" is measured by the total of the number of communities that submit funding applications to either CMAP, Local Council, RTA or IDOT and the total number of communities that attend Local council meetings, training and seminar, and/or CMAP transportation meetings, trainings, seminars.

Expense Breakdown	
Staff Cost associated with these activities	\$1,834,158
Overhead Cost associated with these activities	\$

Total Person Months	192
Consultant Cost	\$
Other Costs	\$
Total Program Cost	\$1,834,158
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

FY 2020 Planning Liaison Scope of Services

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes four general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2020 UWP.

Deliverable	Completion Timeline	Comment
Quarterly report	Q1, Q2, Q3, Q4	Narrative and fund expenditures
Annual report	Q4	Memo/report summarizing highlights of the quarterly reports, budget, and performance measure accomplishments

Communication & Public Involvement

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

The PL program will actively work to assist CMAP staff with the implementation of ON TO 2050 through participation in the CMAP committee structure, facilitation of meetings and events, and distribution of information throughout the subregional areas. The PL staff are encouraged to use the CMAP developed Partner Toolkits to help with the distribution of information in Council newsletters and emails.

The PL program will be responsible for conveying information about council transportation activities via either a council website or the CMAP website. At a minimum, an up-to-date meeting calendar, meeting agendas and attachments, minutes of past meetings, and information regarding the council's STP program

development and current status should be available. PLs will be responsible for keeping their Council membership updated with information through an email newsletter.

Deliverable	Completion Timeline	Comment
Calendar of council meetings	Q3 with updates as needed	For distribution to council members and interested parties and posting on the council website/web page(s)
Council meeting agendas, materials, and minutes	As needed per council schedule	For distribution to council members and interested parties and posting on the council website/web page(s)
Council website/web pages	Ongoing	For public access
Council newsletters and emails	Ongoing, at least quarterly	For distribution to council members and interested parties and posting on the council website/web page(s)

Regional Planning Support and Technical Assistance

The PL program will provide staff assistance as part of the ON TO 2050 comprehensive regional planning effort. This includes being involved in the CMAP committee structure and providing technical and other support to help achieve CMAP objectives. The PL staff will participate in and provide input on local planning initiatives as well as regional and subregional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and ON TO 2050. The PL staff will represent the interests of the subregional councils when attending and participating in advisory groups, committees, and public meetings for regional or subregional planning efforts, and regionally significant projects.

The PL program will support the development and implementation of CMAP’s Local Technical Assistance (LTA) program, the RTA’s Community Planning program, *Invest in Cook*, and similar programs by providing program and funding opportunity information to local agencies, facilitating outreach efforts, assisting CMAP, the RTA, or other program sponsors with the assessment of applications, and facilitating communication with project sponsors during the implementation of projects.

The PL program shall maintain a high level of expertise on transportation planning topics by attending and actively participating in local, regional, state, and national training, meetings, and conferences. The training shall include, but not be limited to, CMAP Planning Liaison Trainings, CMAP’s LTA, CMAQ, TAP, STP Shared Fund and other funding program information and training sessions, IDOT program administration and forms and processes training, and IDOT and state of Illinois GATA training, and may also include the annual IDOT Fall Planning Conference, the annual John Noel Public Transit Conference, IML meetings and conferences, FHWA and FTA training offered through NHI and NTI, and meetings and conferences by professional organizations such as APA, ITE, ASCE, AASHTO, NARC, and others. PL staff shall encourage appropriate local government participation in the same, and shall communicate procedural changes, new or updated regulations, and other appropriate information from these sessions to local government and transportation partners.

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

Deliverable	Completion Timeline	Comment
Program and funding information for Council members	Ongoing	For distribution to council members and interested parties and posting on the council website/web page(s)
Attend CMAP trainings	As scheduled	
Training opportunity announcements	As needed	For distribution to council members and interested parties
Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information	As needed	For distribution to council members and interested parties

Program Development – Surface Transportation Program

The PL program will support the region’s transition to new programming and management methods for the local Surface Transportation Program (STP) while managing the implementation of existing programs developed in prior years. PL staff shall actively participate in the implementation of the Active Program Management (APM) system for the shared fund and local programs, data collection for determination of funding distribution, and other related topics by attending STP project selection committee meetings, participating in PL and other meetings, facilitating presentations at subregional council meetings or events, and soliciting local government feedback and communicating that feedback to CMAP and the STP project selection committee, throughout the transition process. Discussions and actions on the programming and use of federal funds, including those that occur at individual Council meetings, must take place at open to public meetings with the opportunity for public comment.

In accordance with the agreement between the Council of Mayors and Chicago Department of Transportation regarding the distribution and active program management of locally programmed STP, the PL program will develop modifications to local council STP methodologies to incorporate the APM system and regional priorities, with support from CMAP staff and the STP project selection committee, and will issue a call for local projects beginning in January 2020. Where required in local methodologies, PL and Council staff shall develop materials and conduct training sessions for local project sponsors seeking STP funding. Per STP APM policies, staff recommended active and contingency programs shall be developed and shall be released for public comment. Final local methodologies and active and contingency programs to be funded with STP are required to be posted on individual Council websites and/or the CMAP website.

PL staff shall closely monitor the implementation progress of STP-funded projects, and shall provide status updates to IDOT and CMAP on a schedule aligned with TIP change deadlines or when requested by CMAP staff.

Deliverable	Completion Timeline	Comment
Project and program status updates	Ongoing; As requested	Internal and external reports or spreadsheets
Project documentation in eTIP	Ongoing and according to CMAP’s Master Transportation	eTIP attachments

	Schedule and the IDOT Region 1 Letting Schedule	
Local council STP project selection and APM methodologies	Q2	Due 9/30/19 per agreement between CDOT and councils
Call for projects	Q3	Open January to March per agreement between CDOT and councils
Training materials	Q3	Presentations and handouts to be given/distributed to council members and interested parties
Staff recommended active and contingency programs	Q4	May continue into Q1 FY21

Program Monitoring and Active Program Management

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects from the project scoping phase through project completion and close out. This will include providing regular project status reports and attending coordination meetings with CMAP and IDOT staff for all locally sponsored projects, at least semi-annually, and more often when requested. The PL program will be responsible for Active Program Management for locally sponsored projects funded with federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), STP-Bridge, Highway Safety Improvement Program (HSIP), and other federal and state resources awarded to local governments through regional, statewide, or national selection processes.

The PL program is responsible for initiating and updating local projects within the eTIP database accurately and on time, including mapping projects and attaching related documents. Active Program Management of these projects also includes reviewing and submitting to IDOT all project forms completed by local agencies and their representatives. This includes, but is not limited to, Project Program Information (PPI) forms and draft local agency funding and engineering agreements. This requires that planning liaisons produce and submit to CMAP all appropriate TIP changes for locally-sponsored projects in a timely manner to ensure timely processing by IDOT and timely federal authorization, and assisting CMAP, IDOT, and FHWA with ensuring timely invoicing and project close out for locally sponsored projects.

The PL program will be the primary public contact for local government projects in the eTIP database. As such, the PLs are expected to keep abreast of project status and issues, and maintain close contact with local project officials and project teams by facilitating the scheduling of project phase kick-off meetings with IDOT and project sponsors, attending those meetings, FHWA/IDOT project coordination meetings, and other project-related meetings and events

The PL program will assist local governments with accessing state and federal funds by communicating funding opportunity information and assisting local agencies with the completion of applications. For calls for projects issued through the eTIP database, the PL staff shall review and release to CMAP all complete funding applications. The PL program shall communicate project selection results and assist local governments with project initiation, including meeting GATA requirements.

Deliverable	Completion Timeline	Comment
Project and program updates	As needed, minimum semi-annually	Internal and external reports or spreadsheets
Complete and updated project information in eTIP	Ongoing and according to CMAP's Master Transportation Schedule and the IDOT Region 1 Letting Schedule	
Project meeting schedules and notes	As needed	For internal council use

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
CMAP meeting and training attendance	Percent attended	Ongoing; to be reported quarterly
Timely invoicing	Percent on time; Number of days late (if not on time)	May submit invoices as frequently as once a month, but required to submit invoices no later than fifteen (15) days after the end of each quarter
Program status updates	Number of updates	Ongoing; to be reported quarterly
Council newsletters	Number of newsletters	Ongoing; to be reported quarterly
Timely TIP amendments	Number submitted late	Ongoing; to be reported quarterly

Chicago Transit Authority (CTA)

Project Title	Program Development
Sponsoring Agency	Chicago Transit Authority
Federal Amount Requested	\$420,000
Local Match Amount	\$105,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$525,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>The purpose of this project is to support regional objectives by providing for the Chicago Transit Authority's (CTA) strategic participation in the region's transportation planning process, including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Annual Reports 2. TIP Updates (several per year) 3. Capital Plan Amendments CTA/RTA Boards (on a quarterly basis) 4. FY 2020 - 2024 CIP-CTA Board 5. FY 2020 - 2024 CIP-RTA Board 6. CMAQ Annual Report 7. FY 2020-2024 Capital Project Solicitation process, which serves two essential functions: to identify CTA's capital needs and to develop specific projects for consideration in the proposed five-year capital plan. Development of project forms and surveys will address project scope/justification, project evaluation based on specific attributes, and provide a State of Good Repair Analysis. 8. Prioritize capital projects for inclusion in CTA's capital program and the constrained TIP. 9. Identify and analyze potential capital projects for funding eligibility. 10. Develop CTA's capital program scenarios for inclusion in the five-year regional TIP. 11. Monitor capital program of projects progress and revise grant program; adjust funding plan as needed for amending or for inclusion into the TIP. 12. Partner in the CTA Transit Asset Management working group to further develop the procedures and metrics to be used as benchmarks for asset condition assessment and investment prioritization. 13. Discretionary grant program opportunities. Develop project scope/justification with user experts based on specific funding program criteria, and review/score/select best fit projects.

<p>14. Develop annual FTA grant program of projects that include scope and justification, budget details on a task/activity line item basis. Submit FTA grants.</p>
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>Yes, support for this project allows CTA to continue processes to meet its core MPO responsibilities. The development of the capital program of projects for inclusion in the TIP enables CTA to continue ongoing projects 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; replacement of rail/bus rolling stock; renewals or improvements to CTA facilities; implementation of customer-based information systems; continuation of planning for major capital modernization projects for Blue and Red Lines; and planning for the extension of the south segment of the Red Line.</p>
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p><i>Modernization of the Public Transportation System</i> as capital investments directed toward safety, State of Good Repair (SOGR), reliability, and controlling operational costs support the goals of regional mobility and livable communities. Grant implementation and programming of major capital projects, such as RPM and the Red Line South Extension, will allow work to progress on these key projects that will provide transformational benefits to the region.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, support for this project would be a continuation of UWP Core Project funding awarded to CTA for similar work in previous years; the need to develop and update capital programs and coordinate with regional plans is ongoing.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Development of CTA's five-year capital program includes projects located throughout the entire service area. This project therefore facilitates improvements that will help provide travel options and bring congestion relief to the city and region. Current and future CTA customers from across the region will benefit from improved bus and rail service.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>CTA Operating Funds</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Project Solicitation – FY 2020-2024 CIP	Request sent out to Agency Departments	June 2019
Preliminary FY 2020-2024 Capital Improvement Program Reports	Development of the Preliminary CTA FY 2020-2024 Program Marks and Projects	June – August 2019
Capital Projects Requests Reviewed, Meeting held with SME and Departments.	Candidate Projects prioritized for inclusion in CIP as funding is made available.	June – August 2019
CTA CIP Program of Projects Submitted to RTA – 5-year and 10-year plans.	Funding programs, Project Description/Justification/Budget reports, SOGR analysis, Financing Plans, and others.	October – November 2019
CTA FY 2020-2024 CIP of Projects Presented to CTA and RTA Boards	Program ordinance and narrative detailing the Proposed 2020 Budget and FY 2020-2024 Plan	November – December 2019
Capital Program Amendments	Capital Plan revisions developed/presented to Boards	Quarterly
TIP Updates	Capital Budget and Plan revisions programmed into TIP	Bi-monthly
FTA Executed Annual Grant Awards	Grant Contract for FTA Sections 5307, 5337 SOGR, and 5339 Bus & Bus Facilities.	September – October 2019
Federal/Local Discretionary Grant Awards	Grant application/Contract Award. Program of Projects.	Periodically throughout the fiscal year.

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Develop FY 2020-2024 Capital Improvement Program (CIP)	<ul style="list-style-type: none"> - Multiple program scenarios created with an emphasis on meeting SOGR/unmet needs - Number of project meetings held with CTA departments 	Q2 FY 2020

	- Review and approval of program of projects by CTA executives - Number of projects programmed to sources	
Complete RTA Business Plan - FY 2020-2024 CIP	-RTA business plan completed, including: (1)Transit Asset Management Update; (2) Project Solicitation Analysis; (3) SOGR Analysis; (4) 5 yr. Program of Projects to Sources; (5) 5 yr. Plan/ 10 yr. Plan - Project Description and Justification; and (6) Financing Plan	Q2 FY 2020
Presented/Approved CTA FY 2020-2024 CIP	- CTA Budget Book completed and published -Number of public hearings held at CTA HQ - Program of Projects presented to transit boards at CTA November and RTA December Meetings - Capital Plan programmed into the regional TIP for MPO (Transportation Committee) approval	Q3 FY 2020
Annual FTA Formula Grants Periodic Discretionary Grants	-Number of executed grant agreement(s) -Number of budget grant awards to projects, final approvals, authorization to proceed with projects	Q4 FY 2020

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$525,000
Overhead Cost associated with these activities	\$0
Total Person Months	70.86
Consultant Cost	\$0
Other Costs	\$0
Total Program Cost	\$525,000
Please specify the purpose of consultant costs n/a	
Please specify the purpose of other costs n/a	

Project Title	Chicago Bus Priority Network Plan
Sponsoring Agency	Chicago Transit Authority
Federal 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
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>The Chicago Transit Authority (CTA) and the Chicago Department of Transportation (CDOT) are collaborating to develop a citywide Bus Priority Network Plan (BPNP) for Chicago that would identify corridors where bus enhancements are most appropriate based on high ridership, slow bus travel times, and other relevant factors. The BPNP would also include a toolbox of bus-priority street treatments for the City of Chicago that would be considered for application in these corridors, ranging from small adjustments to pavement markings and curbside uses, to sophisticated signal changes and bus-only lanes. The BPNP would not assign particular treatments to specific corridors; that would be done as part of subsequent corridor-specific planning studies.</p> <p>The BPNP would complete the CDOT suite of Complete Streets guiding documents that currently includes the Chicago Pedestrian Plan and the Streets for Cycling Plan 2020. In fact, the Complete Streets Chicago Design Guidelines document explicitly anticipates an overlay typology of Transit Priority Street that has not yet been developed; the BPNP would fill this gap (all three CDOT guiding documents can be found under “Resources” at chicagocompletestreets.org). Completing a BPNP is also one of the commitments made by the City of Chicago for the Bloomberg American Cities Climate Challenge.</p> <p>A great deal of technical work to identify the appropriate corridors has already been completed by CDOT and CTA. As a result, agency staff can complete the tasks of identifying a draft network of streets. Staff can also identify an initial toolbox of treatments and a set of brief case studies to illustrate the effectiveness of the toolbox techniques.</p> <p>CTA and CDOT are seeking funding for a consultant to develop public-facing materials describing the draft network, toolbox, and case studies, and to support the planning and execution of a robust, citywide community outreach and public involvement effort for the BPNP. Engaging key stakeholders and the general public to review and comment on the network and other plan elements is essential to the success of the BPNP. Without public understanding and acceptance of such a plan, making bus improvements will continue to be a block-by-block effort that can easily be waylaid by any number of conflicts with parking, loading, and other competing uses for limited streetspace. Achieving public consensus on which streets may be designated as “bus priority” and public</p>

understanding that other complementary streets may be prioritized for other modes, can lay the foundation for a program of small and large projects that show consistent, tangible progress towards making buses faster and more reliable.

Because the technical work is already essentially complete, the project could begin as soon as funding is available. The consultant would assist in making technical aspects of the plan more digestible for a public audience by developing graphics and additional written content for the draft and final versions of the BPNP. The consultant would develop and execute a public engagement plan that aims to engage both bus riders and non-riders who could be affected by the implementation of the plan, including residents and businesses along the corridors that comprise the network. The details of the public engagement plan would be developed by the consultant, but would include in-person public meetings throughout the city as well as some combination of mechanisms that can be used to reach a broader audience (e.g., online, text, signage on buses, pop-up meetings, etc.). After the public engagement phase is complete, the consultant would then synthesize the feedback received and work with CTA and CDOT staff to determine how to revise and produce a final plan.

This project is scalable, especially with respect to public outreach, although a more comprehensive approach that includes a relatively high number of neighborhood-based in-person public meetings as well as lower cost web, media, and social media components, is preferred in order to reach multiple stakeholders.

CTA is the lead agency with respect to this application, and if successful, the consultant contract anticipated would be executed by CTA, but the project is conceived as an interagency project and would be managed in close coordination and partnership with CDOT.

Major Tasks (up to 20)

8. Using technical content already developed by CTA/CDOT staff, develop a draft Bus Priority Network Plan (BPNP). This would be a publication similar in format to the Chicago Streets for Cycling Plan that would use both written and graphic content to introduce the proposed network of bus priority streets to the general public, explain how it was developed and what its intended use would be, explain the need to improve bus service, present the toolbox of potential bus priority treatments, and include several case studies of how this approach has been used in Chicago and other cities.
9. Develop a citywide public outreach plan to disseminate and gather feedback on the plan that effectively provides an opportunity for meaningful comment for all impacted stakeholders, including transit riders, potential transit riders, residents, businesses, and other users of the street space. This would include in-person meetings (general public and small stakeholders), online mechanisms, social media, and other methods.
10. Execute public outreach plan.
11. Compile and synthesize feedback gathered for CTA and CDOT staff review, provide recommendations on how to incorporate feedback.
12. Revise draft BPNP per direction from CTA and CDOT staff, conduct follow up outreach as needed. (This may include some individual stakeholder meetings but is not anticipated to be a second full round of citywide public meetings.)
13. Finalize BPNP.

Competitive Justification (please identify the regional focus area associated with this project)
This project aligns with *Inclusive Growth* by developing concepts for a network of enhanced bus corridors that have the potential to improve commute options for residents in disinvested areas. It also supports *Prioritized Investments* as a coordinated partnership between CTA and CDOT that maximizes existing assets and meets regional objectives for a modern, multimodal transportation system.

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

Modernization of the Public Transit System

The main focus of the Bus Priority Network Plan is to lay a foundation for significantly improving the travel times and reliability of a key citywide network of CTA bus routes. Chicago currently lags behind its peer cities in implementation of bus-only lanes and other bus priority treatments; the BPNP would create a roadmap for Chicago's 21st-century bus system.

Leveraging the Transportation System to Promote Inclusive Growth

The CTA bus network serves the entire city of Chicago; it is ADA-accessible, affordable, and provides comprehensive coverage even where there are gaps in the rail network. However, slow and unreliable bus service can create inequities in access for populations who have few or no other affordable transportation options. In order to address this inequity, the public bus system needs to provide fast, high quality and reliable service for all. The vision for a network of enhanced bus corridors that would be laid out in the BPNP has the potential to significantly improve commute options between disinvested areas and opportunities for employment, education, and recreation.

Harnessing Technology to Improve Travel and Anticipating Future Impacts

As the overall mobility landscape continues to rapidly evolve with the emergence of ride-hailing, automated vehicles, and other modes enabled by new technology, the congestion pressure on existing public right-of-way will likely become even more intense. Significant mode shift from high capacity public transit to these mostly lower occupancy modes is inevitable if public transit is not able to compete in terms of travel times, reliability, and overall convenience. Such a shift would create a greater number of vehicles for the same number of person-trips, generating more traffic. The BPNP will help prevent this by laying a foundation for a competitive edge for public transit; establishing and preserving a network of corridors designated for buses to get priority on the street in order to provide a fast and reliable public transit option. This is critical for maintaining and improving the quality of life, economic health, and sustainability of the city and region.

Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, including Supportive Land Use

As stated in CMAP's ON TO 2050 Regionally Significant Transit Projects report, CDOT and CTA have both investigated numerous bus routes for BRT or other enhancements; however, a final set of bus corridor projects has yet not been identified. The BPNP will accomplish this goal, supporting the implementation of regionally significant bus transit 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 BPNP would help achieve a number of goals in ON TO 2050, most directly those identified in the Mobility chapter, including:

- “A modern multimodal system that adapts to changing travel demand,” as the project would lay the groundwork for a modernized bus network that provides more attractive connections and better competes with low occupancy vehicles. One of the indicators identified under this goal is “Miles of Roadway with Transit Preference;” the BPNP would directly build towards progress on this indicator by identifying the specific corridors and mileage where transit preference should be implemented.
- “A system that works better for everyone,” since buses provide an affordable and ADA-accessible travel option throughout the city and bus coverage is more geographically complete than rail coverage; improvements to the bus system benefit the city’s population in an equitable way.
- “Making transformative investments” by setting the stage for a system-wide enhancement of the existing bus network and advancing one of the regionally significant projects identified in this section, “City of Chicago BRT Group.”

Competitive Justification (which particular ON TO 2050 recommendation will this project contribute to or implement?)

The BPNP would contribute to a number of ON TO 2050 recommendations:

- The project “*Makes Transit More Competitive*” by identifying a comprehensive network of streets targeted for improvements to bus travel times and reliability, and establishing a policy of prioritizing buses among the many modes on specific corridors.
- The project “*Leverages the Transportation Network to Promote Inclusive Growth*” by capitalizing on Chicago’s critical and long-established bus transit assets and mapping a path to citywide improvements to bus service that will bring faster transit options to riders, including the city’s poorest residents who are more likely to be transit-dependent and may experience lengthy commutes to job centers and other opportunities.
- The project helps “*Build Regionally Significant Projects*” by completing the initial planning work necessary to advance the “City of Chicago BRT Group” identified as a regionally significant project in ON TO 2050.

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

Yes, this project builds upon a number of previous analyses to identify bus routes that would be appropriate for improvements and priority treatments, including the work performed as part of the Chicago Bus Rapid Transit Master Plan project, which was partially funded by UWP (FY 2013). It also builds upon projects such as Jeffery Jump (launched 2012), Loop Link (launched 2014), and the bus “slow zone” analysis of Chicago Avenue and 79th Street (completed 2018), which have implemented or developed concepts for bus priority treatments to improve bus service. Further, it builds on the recently passed City of Chicago TOD ordinance, which expanded the incentives previously available to developers of land near rail stations to a number of key bus routes, in order to help reinforce the important connection between transit service and urban land uses along these corridors.

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

All Chicagoans will benefit from this project, the ultimate goal of which is to improve public transit citywide by providing faster and more reliable bus service. Achieving this would benefit current bus riders as well as attract additional riders. This makes more efficient use of our limited street space, relieves pressure on the parking supply, and results in a wider array of good travel options that are affordable and accessible, which in turn makes the city more equitable.

This project would also provide more clarity and certainty to residents, businesses, and real estate developers about the city’s plans for roadway improvements. It demonstrates an organized framework for what is becoming an increasingly crowded multimodal field of vehicles vying for curbside and roadway space.

These two factors combined—improved affordable travel choices and commitment to consistent and organized infrastructure—are key for economic growth. Increasing mode share for public transportation compounds that by providing livability and environmental benefits.

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

Agency operating funds and/or other grant funds; Bloomberg American Cities Climate Challenge funds have been requested.

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBS 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which competed)
Draft Bus Priority Network Plan	Report	Q3 FY 2021
Public Outreach Plan	Report	Q3 FY 2021
Final Bus Priority Network Plan	Report	Q3 FY 2021

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBS 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which competed)
Number of people reached through public meetings	Attendance at public meetings	Q3 FY 2021
Number of locations and geographic coverage of public meetings	Count of and evaluation of geographic coverage of public meetings	Q3 FY 2021
Estimated number of people reached through other outreach mechanisms	Analysis of social media or website hits, readership/viewership of other media channels used	Q3 FY 2021

Estimated number of current transit riders reached	Analysis of public meeting attendance and those submitting comments via any channel	Q3 FY 2021
Estimated number of other stakeholders reached (potential riders, local businesses, residents, etc.)	Analysis of public meeting attendance and those submitting comments via any channel	Q3 FY 2021
Number of comments on draft plan received	Count of comments received (public meeting, email, other online mechanisms if applicable)	Q3 FY 2021

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	No funding for CTA's Planning staff is requested
Overhead Cost associated with these activities	\$4,688 (CTA administration)
Total Person Months	15
Consultant Cost	\$370,312
Other Costs	\$0
Total Program Cost	\$375,000
Please specify the purpose of consultant costs	
Consultant expertise is required to support this planning effort; consultant expenditures will occur throughout the duration of the project.	
Please specify the purpose of other costs	
n/a	
Please provide spend plan for this project (provide in Excel format). BOBS 2832 requires agencies to report quarterly on the performance of their project or budget to actual expenditures. See attached BOBS 2832 form for quarterly reporting requirements from IDOT.	
Please see attachments: 1) Overall Budget Breakdown and 2) Quarterly Spend Plan	

Will County

Project Title	Will County Countywide ITS Study
Sponsoring Agency	Will County Division of Transportation
Federal 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	
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>As one of the fastest growing counties in the nation, Will County has seen significant growth over the last 3 decades and projected to continue to see growth into the future. We already experience ROW constraints on our County Highway System and a number of highways on our system are at maximum footprint. In order to be able to move additional traffic increased population creates, and to be ready for changes in technology, the County needs to study its options for the utilization potential of ITS systems on our network.</p>	
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Data collection 2. Stakeholder outreach 3. Develop a needs assessment 4. Develop an operational concept 5. Develop a technology matrix 6. Develop a technology & strategy assessment. 7. Develop an Implementation Plan 8. Compilation of Will County ITS Future Opportunities Plan 9. Adoption of Plan by County Board 10. Distribute Plan 	
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p>	
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>This Study will help the County to prioritize projects and investments, particularly the utilization of existing and new technologies, to help move goods and people within and through the County.</p>	

<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, the Will Connects 2040 Plan recognized the need for this ITS plan and included it in the constrained list of projects.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The residents of Will County, the users of the County Highway system, the Will County DOT, the northeastern IL region, the Midwest, and given the amount of freight that moves through the county – potentially the entire nation.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>County MFT Funds</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Needs Assessment	Technical Memorandum	2 nd Q FY 2020
Concept of Operations	Technical Memorandum	3 rd Q FY 2020
Technology/Strategy Assessment	Technical Memorandum	4 th Q FY 2020
Implementation Plan	Technical Memorandum	1 st Q FY 2021
Will County ITS Future Opportunities Plan	Plan Document	2 nd Q FY 2021

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
N/A		

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$
Overhead Cost associated with these activities	\$
Total Person Months	
Consultant Cost	\$300,000
Other Costs	\$
Total Program Cost	\$300,000
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

Metra

Project Title	Capital Program Development and Asset Management
Sponsoring Agency	Metra
Federal Amount Requested	\$336,000
Local Match Amount	\$84,000
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$420,000

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>The Program Development and Asset Management group programs the one-year and 5-year Capital Program for Metra. This program is made up of federal formula funds, RTA bonds, federal, state and local discretionary funds, RTA ICE funds, as well as Metra farebox funds. Asset Management staff recently joined program development to assist in capital programming.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Provides multi-jurisdictional transit planning 2. Addresses regional transportation improvement, enhancement and innovation 3. Provides safety and security programming 4. Address congestion mitigation 5. Serves as an outlet for proactive participation on capital programming 6. Utilizes asset management planning tools
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>Regional transportation planning, Modernization of Public Transportation, Prioritized Investment</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, this project continues the previous UWP Core Project Funding for like work in previous years</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The MPO (CMAP), transit agencies, Metra commuters and regional municipalities</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Metra funds</p>

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Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Capital Program Amendments	Amendment	5/19, 8/19, 11/19
RTA Business Plan	Preliminary Capital Program	9/30/19
Preliminary Capital Program to Metra Board	Plan/Program	10/9/19
Public Involvement/Comment	Outside Distribution	11/15/19
Final Capital Program and Budget	Outside Distribution	11/15/19

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Core Project Staff Activity	# of staff project hours	2020 Q3

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$450,000
Overhead Cost associated with these activities	\$0
Total Person Months	36
Consultant Cost	\$0
Other Costs	\$0
Total Program Cost	\$450,000

Please specify the purpose of consultant costs

NA

Please specify the purpose of other costs

NA

Pace

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

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>To develop a fiscally constrained Pace Bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five year regional TIP.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 1. Develop Pace's capital program for inclusion in the five year TIP. 2. Update TIP to include all new project information for 2020-2024. 3. Provide analysis of Capital Projects identifying impact on air quality for CMAQ conformity. 4. Monitor progress of the TIP conformity analysis. 5. Monitor CMAP projects and programs.
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>Yes, Pace is responsible for developing the capital and operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including: transportation planning, public involvement and the Transportation Improvement Plan.</p>
<p>Core Justification (please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities)</p> <p>Modernization of the Public Transit System.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, Pace received funding for the TIP in last year's UWP process.</p>

Who will benefit from the interim or final products of this project?
Not only Pace customers, but users of all types of transit service through better regional cooperation.
What is the source of funds for the local match portion of this project?
Pace funds.

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Pace TIP element	In-House	On-going
Pace fiscal year 2019-2023 Capital Program	In-House	December 2019
Monitor TIP Program/Projects	In-House	On-going

***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Update Pace projects in the e-TIP	TIP database	quarterly
Pace Budget Document completion	Budget benchmarks	July-November 2019
RTA Submittal of Budget	Proposed and final budget	November-December 2019

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$75,000
Overhead Cost associated with these activities	\$
Total Person Months	12

Consultant Cost	\$
Other Costs	\$
Total Program Cost	\$75,000
Please specify the purpose of consultant costs	
Please specify the purpose of other costs	

Project Title	Pace Rideshare - Smart Mobility Initiative
Sponsoring Agency	Pace Bus
Federal Amount Requested	\$66,000
Local Match Amount	\$16,500
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$82,500

Description and Justification
<p>Brief Description (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project)</p> <p>Pace RideShare would like to offer carpool participants a standardize cost for carpooling service. Currently, the software only matches drivers and riders. Outside of the software, Pace carpool drivers can charge riders any rate per mile that the rider is willing to pay. Some riders have no other option to work so carpool rates can have a serious impact. Pace would like to include payment within the software, so it guarantees a consistent and affordable experience for all participants.</p> <p>With this grant, Pace would like to research and develop a price model for carpool service and define the business rules needed to load this fare structure into the software. Pace would also like to research and identify attractive incentives to encourage drivers to begin carpooling as well as grow their carpool into a Pace Vanpool.</p> <p>In addition, this work could be applied to future projects and expansion of on-demand services.</p>
<p>Major Tasks (up to 20)</p> <ol style="list-style-type: none"> 6. Review existing regional rideshare pricing models 7. Identify appropriate pricing for the Pace service area 8. Study Pace Fare policy and other regulations in regard to variable pricing. 9. Identify successful participant incentives, engagement and retention methods to convert solo drivers to rideshare drivers and carpoolers to Pace Vanpoolers 10. Define business rules for calculating real-time pricing factor are based on: customer's location, the time of day, the day of the week, occupancy, subsidies applied, incentives, the level of demand and competitors' pricing and other factors 11. Identify data sources, technology to confirm that a group of commuters is physically carpooling, and tracking rideshare vehicles to improve reliability and accountability 12. Identify and simulate the pricing according to developed business rules 13. Tailor the pricing strategies to support innovative service delivery, develop scalable dynamic pricing strategies
<p>Core Justification (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>This project would improve service for the primary and only active TDM option in Northeastern Illinois. Pace RideShare offers the only one-stop-shop where commuters can connect and learn about many commute options. In recent years, Pace customers are stating that the available ride-hailing</p>

service is too expensive for the workday commute and they are seeking solutions from Pace. Once online payment incorporated into our software, Pace could review the possibilities of subsidizing carpool rides for low -income markets.

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

The principal of the regional priorities associated with this project and/or the required by CMAP ON TO 2050 Plan activities

1. Promote Equity and Inclusive Growth including low income population.
2. Modernization of Public Transit Systems
3. Harnessing Technology to Improve Travel and Anticipating Future growth

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

Pace RideShare has been in operation since 2006 as the Regional Rideshare Administrator utilizing online ride matching at PaceRideShare.com replacing sharethedrive.org which began in 2003. In this function, Pace brings together two rideshare resources: online ride matching and a successful Pace Vanpool Program. The union of these two commuter resources allows Pace to launch new vanpools from carpools and retain rideshare commuters when groups reduce from a van to a car.

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

Commuters originating from and traveling into Northeastern Illinois can benefit from an increase available carpools to join, having consistent and affordable rideshare options, receiving encouragement to try other commutes besides solo driving and saving money on their commute. Employers will benefit from reduced parking lot costs and increased job accessibility. The general public will benefit from reduced congestion and air pollution.

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

Pace Suburban Bus Funds

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Study of Variable Pricing Models	Report	08/2019
Develop Business Rules and Pricing Strategies	Report	11/2019
Design Pricing strategies for service delivery	Report	02/2020
Integration Oversight of pricing model into ride matching software	Report	06/2020

Technology Development and Integration	Software and Report	06/2020
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***All Products listed will need to be provided to CMAP at the end of the Quarter that Product is listed completed.**

Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)		
Name of Performance Measure	Quantitative Method of Tracking Progress	Completion Date* (Provide actual dates or quarter in which completed)
Review of Pricing Model Software Performance	Performance Groups, Beta test and UX survey	First Quarter
Review of pricing model's attractiveness to Lower income participants	Customer Survey Index	First Quarter
Satisfaction impact of Riders	Customer Survey Index	Last Quarter
Increase in Participation	Analytics of Participation data and formation of new groups	Last Quarter
Pricing Models Incentive potential for retention and attracting new drivers	Customer Survey Index	Last Quarter

***Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

Expense Breakdown	
Staff Cost associated with these activities	\$45,000
Overhead Cost associated with these activities	
Total Person Months	12 months
Consultant Cost	\$ 80,000
Other Costs	\$ 10,000
Total Program Cost	\$ 82,500
Please specify the purpose of consultant costs:	
Software Development and Integration with Current Ridesharing Software.	
Please specify the purpose of other costs:	
<ol style="list-style-type: none"> 1. Purchase incentives that are in line with new software features 2. Cover a portion of outreach and website costs 	

APPENDIX A

SOURCES OF LOCAL MATCH

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

CMAP

IDOT provides funding through state transportation funds.

CTA, Metra, and Pace

The match is provided by local government funds.

City of Chicago

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

Counties

The match is provided by local government funds.

Councils of Mayors

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

APPENDIX B

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

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

Equal Employment Opportunity

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

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

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

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

Disadvantaged Business Enterprise

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

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

update to its August 1999 DBE program in May 2012. Metra submitted its overall goal in August 2013.

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

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

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

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

The City of Chicago DBE program was last updated in 2013 and the most recent triennial review, conducted by the FTA in 2016, found the City to be in compliance with Civil Rights laws.

Title VI Documentation

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

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

The certification review of CMAP completed by FHWA and FTA in 2018 found the agency to be in compliance with civil rights requirements.

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

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

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

Public Participation Plan: CMAP's [Public Participation Plan](#) is currently under review and was last updated in January 2013. Once completed and approved it will be posted on the CMAP website.

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

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

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

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

Policy and Legislative Updates are forums for research and analysis of data and federal, state, and local policy issues of the day. These entries will largely reflect ongoing CMAP work on topics such as the regional economy, transportation, and environmental and local planning issues.

Soles and Spokes covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.

CMAP's various Social Media help the public to stay connected via [Facebook](#), [Twitter](#), and [YouTube](#).

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

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

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

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

- b. **Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees:** Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other Committees and working groups may consider transit-related issues on an incidental basis. Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments. The composition of these boards and committees is:

- a. CMAP Board: 13 non-minority, 2 minority
- b. MPO Policy Committee: 16 non-minority, 1 minority
- c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
- d. Transportation Committee: 25 non-minority, 3 minority
- e. CMAQ Project Selection Committee: 7 non-minority

CMAP’s compliance with the MPO requirements contained in Chapter VI of Circular 4702.1B is documented in the **Title VI Program**. These requirements include:

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

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

- c. **Procedures to address mobility needs of minority populations:** The mobility needs of minority populations were identified and considered in the GO TO 2040 plan and update, adopted in October 2014. The procedures are described in more detail in the [Title VI Program](#), the analysis in [GO TO 2040 Plan Update](#) and the analysis in [ON TO 2050](#).

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	1006	84
CDOT	84	7.0
Metra	36	4.0
CTA	85.86	7.2
Pace	24	2.0
Council of Mayors	192	16.0
RTA	0	0
Will County	N/A	N/A

APPENDIX D

AUDIT REQUIREMENTS

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

APPENDIX E

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
BACOG	Barrington Area Council of Governments
BLRS	Bureau of Local Roads and Streets (Illinois Department of Transportation)
BRC	Belt Railway Company
BNSF	Burlington Northern Santa Fe (Class I railroad)
BRT	Bus Rapid Transit
CAAP	Chicago Central Area Action Plan
CAC	Citizen's Advisory Committee
CBD	Central Business District
CED	Center for Economic Development
CDOT	Chicago Department of Transportation
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding program begun in ISTEA, continuing through FAST.
CMP	Congestion Management Process
CMS	Congestion Management System
CN	Canadian National Railway (Class I railroad)
COD	Cargo Oriented Development
CREATE	Chicago Region Environmental and Transportation Efficiency program – The Chicago rail efficiency improvement program.
CREOP	Chicago Rail Economic Opportunities Plan
CRL	Chicago Rail Link
CRS	Condition Rating Survey
CSXT	CSX Transportation (Class I railroad)
CTA	Chicago Transit Authority
CUS	Chicago Union Station
DCD	Department of Community Development
DEIS	Draft Environmental Impact Statement

DMMC	DuPage Mayors and Managers Conference
DOT	(United States) Department of Transportation
DPD	(City of Chicago) Department of Planning and Development
EA	Environmental Assessment
EDC	Every Day Counts Program
EECBG	Energy Efficiency and Conservation Block Grant Program
EIS	Environmental Impact Statement
EMME/4	Transportation modeling package used as CMAP's travel demand model.
EPA	(United States) Environmental Protection Agency
ETL	Extract Transfer Load
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act - the transportation authorization succeeding MAP-21. Signed into law December 4, 2015.
FFY	Federal Fiscal Year (October 1 – September 30)
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTE	Full Time Employee
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HOT	High Occupancy Toll
HPP	High Priority Project
HRT	Heavy Rail Transit
HUD	US Department of Housing and Urban Development
IDOT	Illinois Department of Transportation
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IEPA	Illinois Environmental Protection Agency
IHB	Indiana Harbor Belt Railroad
IPAs	Individual Project Agreements
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
KKCOM	Kane Kendall Council of Mayors
LCML	Lake County Municipal League
LPA	Locally Preferred Alternative

LTA	Local Technical Assistance program
MAP-21	Moving Ahead for Progress in the 21st Century - the Federal transportation authorization for FFY 2013-2014.
MCCG	McHenry Council of Governments
MOVES	Motor Vehicle Emissions Simulator; CMAP uses the most current version, MOVES2014a
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NICTD	Northern 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 Oxides; precursors to ground-level ozone and fine particulate matter
NS	Norfolk Southern (Class I railroad)
NTD	National Transit Database
NWMC	Northwest Municipal Conference
OEMC	Office of Emergency Management and Communications
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
SCM	Southwest Conference of Mayors
SEWRPC	Southeastern Wisconsin Regional Planning Commission - The comprehensive planning agency and MPO for the southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha
SGR	State of good repair
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SSMMA	South Suburban Mayors and Managers Association
STBG	Surface Transportation Block Grant Program - One of the funding programs in the federal transportation authorization.
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management - strategies to relieve congestion without adding capacity

TERM	Transit Economic Requirements Model
TIF	Tax Increment Financing
TIP	Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
TMA	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules
TMC	Traffic Management Center
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
TSM	Transportation System Management
ULI	Urban Land Institute
UP	Union Pacific (Class I railroad)
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compounds; precursors to ground-level ozone
WCGL	Will County Governmental League
WCMC	West Central Municipal Conference

APPENDIX F

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	<p>Chicago Oak Park Traffic Safety and Mobility Improvement Study</p> <p>Riverfront Trail – South Branch Implementation Plan</p> <p>North Branch Transitway River Crossing Study</p> <p>Elston/Armitage Improvement Feasibility Study</p> <p>West Loop Train Terminal Area: Comprehensive Traffic Framework Plan</p> <p>Complex Intersections Framework Plan</p> <p>Metra Fulton Market Feasibility Study</p> <p>Little Village 31st Street Corridor Study</p>
CMAP	<p>Local Technical Assistance (LTA) Program</p> <p>Regional Trail User Assessment – Trails for Illinois</p>
Counties	<p>Cook County – Lincoln Highway Logistics Corridor Feasibility Study</p> <p>DuPage County – Elgin O’Hare Western Access Corridor Landscaping Project</p>
CTA	<p>Blue Line Core Capacity Study</p> <p>Red Line Extension (RLE) Supportive Development Comprehensive Plan</p> <p>Western & Ashland Corridor BRT Alternatives Analysis & NEPA (On Hold)</p> <p>Chicago Lakefront Corridor Alternatives Analysis</p> <p>Red and Purple Modernization Future Phases Core Capacity Analysis</p> <p>Bus Priority Zone Program</p> <p>Blue Line Traction Power Study</p> <p>Origin and Destination Customer Survey and Analysis</p>
IDOT	<p>City of Chicago Complex Intersections Framework Plan</p> <p>CMAP International Port District Master Plan</p> <p>CMAP Local Technical Program Support</p> <p>CMAP Truck Routing and Community Studies</p> <p>Cook County SW Cook County Trucking Study</p> <p>Cook County Transit Study</p> <p>CTA Asset Management System Enhancements</p> <p>CTA Blue Line Core Capacity Study</p> <p>Forest Preserves of Cook County’s Trail System Inventory and Evaluation</p> <p>Kane County Long Range Transportation Plan Update</p> <p>2050 Modeling</p>

	METSI Randolph Street Corridor Improvement Study Village of Sugar Grove – Gordon Road Regional Corridor Study Vision Zero South Side Western Springs Regional Comprehensive Transportation Infrastructure Plan Will County Joliet Intermodal Transportation Master Plan
Metra	BNSF Extension Environmental Assessment (EA) Boardings and Alightings Counts (2016 and 2018) Metra Electric District Capacity Study Milwaukee West Line Fox River Bridge EA Origin and Destination Surveys (2016 and 2018) Station Optimization Study Fare Structure Study
Pace	Joliet Regional Express Bus study I-294 Pace Market Analysis
RTA	Community Planning Program Green Transit Projects Rider / Non-Rider Survey 2019 Customer Satisfaction Survey ADA Paratransit Innovation Study

Agency: Chicago Department of Transportation

Name of Project: Chicago Oak Park Traffic Safety and Mobility Improvement Study

Description of Planning Work: The primary focus of this Study will be to identify traffic safety and mobility issues along North Avenue affecting all roadway users and adjacent land uses and provide recommendations to improve pedestrian, bicyclist, transit and motor vehicle accommodations as well as recommendations on where to direct transportation resources and funding to bolster economic development in the area.

Resulting Product: Project report

Performing the work: A project consultant has been selected; work will be supervised by CDOT with assistance from a Technical Committee.

Time frame for completing the work: 4th Quarter 2019

The Cost of the Work: \$250,000

Source(s) of funds: SPR

Name of Project: Riverfront Trail – South Branch Implementation Plan

Description of Planning Work: Detail how to develop a continuous network of trail and riverwalk projects along the east bank of the South Branch of the Chicago River from the west end of the Riverwalk (at Lake Street) south to Ping Tom Park (at 16th Street extended). This is a step toward the riverfront trail system that is an important recommendation of *Our Great Rivers: A Vision for the Chicago, Calumet and Des Plaines Rivers* (released earlier this year by MPC in cooperation with the City of Chicago).

Resulting Product: A detailed set of short-term, mid-term and long-term capital improvement recommendations with renderings, supported by a “toolbox” of options that will also applicable to future segments of the riverfront trail.

Performing the work: A consultant team and Volpe, the National Transportation Systems Center (to be contracted separately for expertise regarding navigation channel geometric requirements and the policies of the Army Corps of Engineers and Coast Guard)

Time frame for completing the work: Late Summer 2019

The Cost of the Work: \$1,000,000

Source(s) of funds: TIF

Name of Project: North Branch Transitway River Crossing Study

Description of Planning Work: Review the technical and engineering feasibility of a crossing over the North Branch of the Chicago River on or near Halsted Street in support of the proposed North Branch multi-modal Transitway concept described in the City’s *North Branch Industrial Corridor Framework Design Guidelines* document. This crossing should be able to accommodate public transit vehicles in both directions, as well as bicycle and pedestrian activity in designated lanes. Support and review physical needs, multi-modal travel needs, and traffic demand for relevant corridors within the vicinity of the crossing that may affect design considerations for the crossing itself. Gather existing data and surveys. Understand and evaluate appropriate cross-sections for a transitway in this area and how it may relate and transition to/from alternative cross-sections further north and south.

Resulting Product: Create preliminary cost estimate of the preferred alternative. Prepare draft and final technical memoranda and project reports including data, drawings, presentations, and recommendations.

Performing the work: Work will be done through a consultant team, with supervision from CDOT and assistance from DPD and CTA.

Time frame for completing the work: 2nd Quarter 2020

The Cost of the Work: \$500,000

**FY 2020 Unified Work Program for Northeastern Illinois
State Fiscal Year July 1, 2019-June 30, 2020**

Source(s) of funds: TIF

Name of Project: North Branch Elston/Armitage Improvement Feasibility Study

Description of Planning Work: Study the feasibility of making major improvements to the complex intersections at Elston-Armitage-Ashland-Cortland, which is within the North Branch Industrial Corridor. As currently configured, these intersections severely restrict safe and efficient movement of transit buses, automobiles, pedestrians, and bicyclists. Without major improvements, these intersections will be a significant constraint on further economic development in the area. Study tasks include assessing alternative concepts for street alignments, cross-sections, and intersection configurations, determining the preferred alternative for future full design and implementation, preparing a concept-level cost estimate for the preferred alternative, assessing needed modifications to affected railway viaduct structures and river crossing, and assessing needs for additional public ROW and potential modifications to affected properties to accommodate these ROW needs without negatively impacting their long term operations (e.g., Horween Leather).

Resulting Product: Prepare draft and final technical memoranda and project reports including data, drawings, presentations, and recommendations.

Performing the work: Work will be done through a consultant team, with supervision from CDOT and assistance from DPD.

Time frame for completing the work: 2nd Quarter 2020

The Cost of the Work: \$350,000

Source(s) of funds: TIF

Name of Project: West Loop Train Terminal Area – Comprehensive Traffic Framework Plan

Description of Planning Work: This study will develop a comprehensive traffic framework plan to assess potential near-, mid-, and long-term improvements to all surface transportation modes (pedestrian, bicycle, bus, taxi/TNP, private automobile, delivery truck, etc.), as well as the interfaces between the surface modes and the grade separated modes (e.g., CTA rail, Metra rail, water taxi, expressways) in the study area. The study will also assess on- and off-street parking policies that may affect traffic in the study area. All tasks and subtasks will be performed under the direction of a CDOT-led project management team, in close coordination with DPD. Other relevant transportation and planning organizations will also be consulted as needed.

Resulting Product: Project report

Time frame for completing the work: 2nd Quarter 2020

The Cost of the Work: \$425,000

Performing the work: A project consultant has been selected; work will be supervised by CDOT with assistance from a Technical Committee.

Source(s) of funds: TIF and other City funding

Name of Project: Complex Intersections Framework Plan

Description of Planning Work: This study will create a framework plan that identifies, classifies, prioritizes, and develops improvement concepts for the universe of relevant complex intersection (five, six, or more legs and highly acute/obtuse angles) locations throughout the City. For each intersection, the study will describe the existing complexities, modes affected, and potential benefits of modifications and generate detailed concept plans for improvements that would address these issues. These plans will reflect guidance from CDOT's Complete Streets Guidelines, Vision Zero Plan, and other related resources while also acknowledging existing and potential future nearby land use, which drives travel demand and modal orientation. It is expected that the universe of intersections studied will total approximately 100, with about half needing low impact/near term treatments (pavement marking/signage/signal timing/cost estimates), a quarter needing medium impact/mid-term treatments (above plus curblines changes/signal modernization), and a quarter needing high impact/longer term treatments (above plus street realignment/property acquisition).

The study will also reflect lessons learned from other recent complex intersection improvement projects in Chicago (five projects have recently been completed and five more are currently being addressed) and document how intersections were identified and how priorities, concepts, and strategies for each intersection were determined. Community engagement will be incorporated at a level appropriate for conceptual design, primarily involving local elected officials (i.e., affected Aldermen) and key community organizations as needed.

The budget for this study anticipates the preparation of general concept plans for improvements to every intersection in the universe of relevant intersections as well as more detailed concept plans for those intersections identified as highest priority (approx. 1/3 of the total). The general concept plans would support planning level decision-making, and the detailed concept plans would allow priority intersections to advance more quickly into engineering design.

Resulting Product: Project report

Performing the work: Work will be done through a consultant team, with supervision from CDOT

Time frame for completing the work: 3rd Quarter 2021

The Cost of the Work: \$1,500,000

Source(s) of funds: SPR and other State funding

Name of Project: Metra Fulton Market Feasibility Study

Description of Planning Work: CDOT and Metra will study the viability of a Fulton Market Metra Station, with support from DPD, local community organizations, and property owners. Specifically, the study will determine the most appropriate place for a new station in this area based on physical constraints, regional transportation network connectivity, and local travel demand characteristics. The study will also assess alternatives and make a recommendation for the proposed station location in the general vicinity of Ashland Avenue and Ogden Avenue along Metra's existing MD-N, MD-W, NCS, and UP-W Lines. Specific tasks include assessing physical spacing between the proposed station and existing stations, conducting a travel market assessment, determining impacts on train operating schedules, analyzing demand for and ability to reasonably accommodate all modes of access at the proposed station, assessing the availability of land for the necessary station facilities, evaluating potential traffic impacts, and estimating costs.

Resulting Product: Project report

Performing the work: Work will be done through a consultant team, with supervision from CDOT/Metra and assistance from DPD.

Time frame for completing the work: 4th Quarter 2020

The Cost of the Work: \$500,000

Source(s) of funds: TIF

Name of Project: Little Village 31st Street Corridor Study

Description of Planning Work: Determine a course of action for improving the mobility and safety of 31st Street from Sacramento Avenue to the city limits, particularly when it comes to non-motorized users (pedestrians, transit riders, and bicyclists) of the street corridor. CDOT anticipates two main tasks: 1) collecting and aggregating (existing/new) data of travel trends and traveler demographics in and around the street corridor, and 2) conducting community outreach, in order to create an implementable plan of action items that has general consensus. Regarding the first main task, there is most likely a lot of existing data from CDOT, CMAP, and RTA that would help in understanding the trends and demographics. However, there might be a need to do community surveys to fill in any data gaps.

There are three reasons for this study. First, DPD is currently undergoing an industrial corridor modernization planning process for Little Village, which includes a portion of the 31st Street corridor. During the public outreach process for this upcoming plan, community leaders and residents have expressed concern for traveling on 31st Street. There is a perception of heavy truck traffic on the corridor (and in the community in general), which leads to safety and air

quality concerns as students and their parents use 31st Street to get to several schools along the street corridor, including: Gary Elementary School and Ortiz de Dominguez Elementary School on 31st/Lawndale and Little Village Lawndale High School on 31st/Kostner. Unfortunately, there is no recent truck traffic data from CDOT or the Illinois Department of Transportation to help substantiate these claims. Although this data may come soon through other planning efforts from CMAP and Cook County, it would be useful to know how many students/parents travel by foot on 31st Street to get to these schools. Specifically, it would be useful to know how many travel from the east on 31st Street, as there are currently sidewalk gaps east of 31st/St. Louis.

Second, there are two potential projects that may transform 31st Street. The first one is the Focal Point development proposal on the southwest corner of 31st/Kedzie. This development proposal may transform the currently vacant parcel into mixed-use institutional (St. Anthony's Hospital) and commercial, with open space play fields included. The second project is the proposed El Paseo, which is an at-grade, multi-use trail that would use the currently unused BNSF rail lines in both Pilsen and Little Village. Within Little Village, the proposed El Paseo would cross 31st Street just east of 31st/Homan. If both projects are implemented, there will be an increased interest from non-motorized users from the community to use the street corridor.

Third, there is an increasing need to improve access to transit along this corridor. CTA extended bus route #35 to this part of 31st Street a few years ago, after many years of requests from the community. Improving the comfort and safety of the street for non-motorized users will have the added benefit of making the street a more comfortable and pleasant place to wait for and access bus transit. CTA bus route #35 is an important community asset, as it reaches several CTA 'L' lines east of Little Village, including the Orange, Red, and Green.

Resulting Product: Project report, including data, presentations, and recommendations.

Performing the work: Work will be done through a consultant team, with supervision from CDOT/RTA and assistance from CMAP, CTA, and DPD.

Time frame for completing the work: 4th Quarter 2020

The Cost of the Work: \$80,000

Source(s) of funds: RTA Community Planning

Agency: Chicago Metropolitan Agency for Planning

Name of Project: Local Technical Assistance (LTA) Program

Description of Planning Work: The LTA program is intended to implement GO TO 2040, the region's long-range comprehensive plan, by translating the plan's regional principles to plans, policies, and decision-making at the local level. GO TO 2040 recognizes that land use decisions, which influence the built environment of our region, are made locally. Unfortunately, because

many local governments lack the resources to plan proactively for the future, opportunities to shape a more sustainable development pattern are often missed. The LTA program seeks to address this problem by providing resources for local planning to the communities that need those most.

The LTA program is a series of individual projects across the region. By the end of FY 2018, nearly 173 LTA projects had been completed and adopted, with 46 more actively underway. The most common types of projects are comprehensive plans, neighborhood or subarea plans, corridor plans, studies of housing supply and demand, and zoning revisions, among others. More information on the LTA program is available at www.cmap.illinois.gov/ta.

Requests for LTA projects are evaluated on a competitive basis. Local governments and community-based organizations submit applications during an annual call for projects. The program is currently in its eighth year; during the first seven years, approximately 500 applications were received by CMAP, with nearly 190 projects being selected for inclusion in the LTA program. Applications are prioritized based on consistency with GO TO 2040, feasibility, input from partners, and community need, among other factors.

A new call for projects was initiated midway through FY 2018 and began awards in early 2018. Work will continue on projects that are already within the program, and new projects will be initiated with ongoing grant funds.

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

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

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

The Cost of the Work: \$590,308

Source(s) of funds: National Oceanic and Atmospheric Administration; Illinois Department of Transportation, Illinois Environmental Protection Agency; Illinois Department of Natural Resources; Illinois Housing Development Authority; Chicago Housing Authority; Cook County Department of Planning and Development; Chicago Community Trust

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

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

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Resulting Product: Public report

Performing the work: CMAP staff and volunteers

Time frame for completing the work:

The Cost of the Work: \$12,050

Source(s) of funds:

Agency: Counties – Cook County

Name of Project: Lincoln Highway Logistics Corridor Strategic Plan

Description of Planning Work: The Lincoln Highway Logistics Corridor Strategic Plan will systematically analyze whether and how industrially zoned sites in Chicago Heights, Ford Heights, and Sauk Village that are vacant or underutilized can be developed for industrial firms dependent upon truck or rail delivery of inputs and finished goods. Twenty-one sites within the corridor that were evaluated have been narrowed down to 10 priority sites. The plan identifies and assigns impediments to redevelopment such as environmental assessment/remediation, land assembly, tax rates, cloudy title, road and rail infrastructure needs, marketing, funding and financing to appropriate public entities for resolution.

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

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

Timeframe for completing the work: Final plan complete August 2018

The cost of the work: \$225,000

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

Agency: Counties – DuPage County

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

Description of Planning Work: The project consists of infield area landscaping between existing and proposed ramps along the Elgin-O'Hare Western Access facility. This landscaping

project is the first step in a corridor-wide effort to develop an overall aesthetic theme that includes: landscape, hardscape, lighting, bike/pedestrian and other decorative elements. The intention of the landscaping is to provide attractive gateway features for municipalities adjacent to key interchanges in the western part of the EOWA corridor.

Timeframe for completing the work:

The Cost of the Work: \$550,190

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

Agency: Chicago Transit Authority

Name of Project: Blue Line Core Capacity Study

Description of Planning Work: The Blue Line Core Capacity Study will be a comprehensive study to evaluate and document potential capacity improvements for the CTA’s Blue Line from Forest Park to O’Hare over the next 15 to 20 years.

The required tasks include examining existing capacity constraints (including the condition of existing transit infrastructure) and studying current and forecasted future market conditions and ridership trends to identify a program of recommended infrastructure and service improvements that, over both the near-term (within 5 years of the study’s completion) and the long-term (within 15 to 20 years of the study’s completion), will add service and increase reliability to the capacity constrained Blue Line during peak travel periods. It will also evaluate project eligibility for the federal Capital Investment Grant Core Capacity program. The Blue Line is an integral part of the Chicago metropolitan area and it requires investment to continue to provide effective and affordable transit services to the region.

Timeframe for completing the work: Q2 FY 2021

Resulting Product: A final project report containing an executive summary and all technical memoranda and other documentation from the various project tasks.

Source(s) of funds: Statewide Planning and Research (SPR) funding

Name of Project: Red Line Extension Project Development

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 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 **FY 2020 Unified Work Program for Northeastern Illinois State Fiscal Year July 1, 2019-June 30, 2020**

Environmental Impact Statement (EIS) began in 2012. The CTA and FTA published the Red Line Extension Draft EIS on October 6th, 2016. The Draft EIS includes an evaluation of the No Build Alternative and two UPRR Alternative options: the East Option and the West Option. The CTA announced the selection of Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented East and West Options. It would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The next step in the project development process is Final EIS and Preliminary Engineering.

Following publication of the Draft EIS, CTA hosted a public hearing and conducted extensive public and stakeholder outreach to provide information about the Draft EIS and solicit comments from the public. Comments on the Draft EIS were accepted from October 6 to November 30, 2016. FTA and CTA will review the comments received during the public review period for the Draft EIS, complete additional engineering and analyses required, and prepare the Final EIS. CTA also hosted a public open house and conducted extensive public and stakeholder outreach following announcement of the Preferred Alignment in 2018.

Resulting Product: The resulting product was the Red Line Extension Draft EIS, which was published on October 6th, 2016. The CTA will be preparing Red Line Extension Final EIS and Preliminary Engineering as part of the FTA New Starts Project Development.

Time frame for completing the work: The Red Line Extension Draft EIS was published on October 6th, 2016.

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

Name of Project: Red Line Extension Transit Supportive Development Comprehensive Plan

Description of Planning Work: The proposed transit-supportive comprehensive plan will help in leveraging the full potential of the Red Line Extension investment by guiding development that enhances economic vitality, transit ridership, multimodal connectivity, and the pedestrian environment and preserves affordable housing. This plan will be developed with involvement from the community, partner agencies, and private sector developers during the Project Development and Engineering phases of the RLE project.

Resulting Product: This study will result in a series of reports including market analysis, project area development plans, economic development plan, multimodal connectivity assessment, and implementation plan to inform and encourage transit oriented development in conjunction with the RLE project.

Timeframe for completing the work: Q1 FY 2023

Source(s) of funds: FTA Pilot Program for Transit-Oriented Development Planning; CTA Bond Funds

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Name of Project: Western & Ashland Corridor BRT Alternatives Analysis & NEPA (On Hold)

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

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

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

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

Timeframe for completing the work: To be determined

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

Name of Project: Chicago Lakefront Corridor Alternatives Analysis

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

Resulting Product: The resulting product will be proposals with sufficient detail to define projects eligible and worthy for moving into further project development, or design and construction, if so warranted. The projects will contain estimated costs of construction, operations and maintenance, and expected transportation and community benefits. CTA Strategic Planning is advising a consultant team and performing the work.

Timeframe for completing the work: Q4 FY 2021

Source(s) of funds: Federal 5339 Alternatives Analysis

Name of Project: Future Phases of the Red and Purple Modernization (RPM) Program Core Capacity Planning Study

Description of Planning Work: The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9th 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA's Capital Investment Grant Program and the design-build Phase One project is currently in progress. This project to identify the next phases of RPM will build upon the success of RPM Phase One.

The RPM Program, which includes the Red and Purple Lines from approximately Belmont station in Chicago to Linden station in Wilmette, is one part of CTA's efforts to enhance the entire Red Line; additional phases of the RPM Program are identified in ON TO 2050 as a regionally significant project.

Resulting Product: The planning study will evaluate and identify a recommended program of strategic investments and conduct other necessary analyses to support submittal into the Project Development phase of the FTA's Capital Investment Grant Program as a Core Capacity Project.

Timeframe for completing the work: Q4 FY 2021

Source(s) of funds: 2019 UWP; Other local funds

Name of Project: Bus Priority Zone Program

Description of Planning Work: The purpose of this project, being conducted in collaboration with CDOT Project Development Division, is to develop planning level design concepts to improve bus speed and reliability for intersections and other locations found to be central to bus delays and inefficiencies along major CTA bus corridors and advance them to implementation. This project builds on work conducted by the CTA in 2015 that evaluated these bus corridors to analyze problem segments, or "slow zones", and identified a set of potential solutions tailored specifically to each area.

Improvements considered for Bus Priority Zones include, but are not limited to redesign of intersection, dedicated bus lanes, bus queue jumps, pre-paid/ level or near level boarding, Transit Signal Priority (TSP), optimization of traffic signals, and other transit-priority modifications. These enhancements are intended to improve bus speed, travel time, and reliability, but will also seek to improve pedestrian and traffic safety at the various locations.

CTA performed initial analysis of bus service covering the extent of the following eight corridors: 79th Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue, Halsted Street, Clark Street, and Pulaski Street. CTA and CDOT have completed planning concepts for Chicago Avenue and 79th Street, in addition to a few locations on other corridors and are proceeding with construction of ten Bus Priority Zones in 2019. CTA and CDOT are seeking funding to plan, design, and construct additional corridors from various sources.

Resulting Product: CTA and CDOT utilized a consultant team to complete a final project report that includes an analysis of existing conditions as well as recommendations, planning level design concepts, identification of improvements which may be implemented in the near term, and cost estimates for transit-priority improvements and other modifications to the right-of-way in "slow zones" (aka, Bus Priority Zones) along Chicago Avenue and 79th Street. Future corridor analyses would result in similar final products.

Timeframe for completing the work: The final project report for 79th and Chicago Streets was completed in 2017. The timeframe for additional corridors is to be determined.

Source(s) of funds: RTA Community Planning funding was used for analysis of Chicago Avenue and 79th Street; Federal 5339 Alternatives Analysis. Funding for additional corridors is TBD. CDOT requested 2020 Invest in Cook funding for planning and design; CTA requested CMAQ 2020 funding for final design and implementation.

Name of Project: Blue Line Traction Power Study

Description of Planning Work: The project will conduct a comprehensive traction power study, also known as a load flow study, on the CTA Blue Line to inform conceptual planning activities to improve the line's capacity and reliability. The need for the study is supported by increasing Blue Line ridership, correlating with population shifts and intensifying uses along the corridor, which contribute to its power supply constraints. The study will assess traction power needs along the entirety of the Blue Line and analyze where system reinforcements (e.g., tie houses, substations, and wayside energy storage systems) may be needed to increase efficiency and reliability. The project provides an update to the last comprehensive traction power study that CTA completed in 2004.

Resulting Product: A final study that evaluates current conditions and provides recommendations to improve the system's overall energy efficiency from the equipment, transformer, cabling and third rail perspectives.

Timeframe for completing the work: Q4 FY 2019
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Source(s) of funds: Cook County Department of Transportation and Highways; 2017 Invest in Cook Program

Name of Project: Origin and Destination Customer Survey and Analysis

Description of Planning Work: The purpose of this project is to collect comprehensive, system-wide, customer origins, destinations, and trip purpose data to update information about customer travel patterns. Survey data will be used to inform system-wide service planning and provide up-to-date information to help fulfill federal requirements for Capital Investment Grant application processes. The data collected through this project helps to supplement CTA's existing datasets including Automatic Passenger Counter (APC) data for bus and farecard transaction data for bus and rail by providing details about the addresses of home origins and final destinations of trips on transit, as well as additional insight into transfer patterns.

Resulting Product: The resulting product will be a weighted origin and destination dataset and report that summarizes travel behavior of CTA customers spatially, by trip mode, purpose, and time of day.

Timeframe for completing the work: Q1 2020

Source(s) of funds: RTA Innovation, Coordination, and Enhancement (ICE) grant program; CTA Bond Funds

Agency: Illinois Department of Transportation (IDOT)

Name of Project: City of Chicago Complex Intersections Framework Plan

Description of Planning Work: This study will create a framework plan that identifies, classifies, prioritizes, and develops improvement concepts for the universe of relevant intersection locations throughout the City. For each intersection, the study will describe the existing complexities, modes affected, and potential benefits of modifications and generate detailed concept plans for improvements that would address these issues. These plans will reflect guidance from CDOT's Complete Streets Guidelines, Vision Zero Plan, and other related resources while also acknowledging existing and potential future nearby land use, which drives travel demand and modal orientation.

Resulting Product: Framework Plan

Performing the work: A project consultant will be selected

Time frame for completing the work: 4th Quarter 2021

The Cost of the Work: \$1,250,000

Source(s) of funds: SPR

Name of Project: CMAP International Port District Master Plan

Description of Planning Work: CMAP is working with the Illinois International Port District (IIPD) on a master plan effort aimed at developing a cohesive vision for potential transportation and land use improvements related to IIPD operations and its position within the fabric of the southeast side of Chicago, particularly the contiguous Chicago Community Areas. The IIPD master plan will recommend transportation improvements, land use improvements, and facility improvements to achieve multiple goals, potentially articulating the vision, goals, and objectives of the Port, including increasing and improving IIPD's position as an intermodal and multimodal hub, promoting efficient freight movement on the street network surrounding the Port, mitigating the negative effects of freight movement on surrounding communities, increasing opportunities for recreation and conservation, and helping to drive economic development on the South Side of Chicago.

Resulting Product: Final Master Plan document to be reviewed by steering committee, local and regional stakeholders, and the general public.

Performing the work: A project consultant will be selected

Time frame for completing the work: June 30, 2021

The Cost of the Work: \$351,947

Source(s) of funds: SPR

Name of Project: CMAP Local Technical Program Support

Description of Planning Work: Following adoption of GO TO 2040 in 2010, CMAP initiated the Local Technical Assistance (LTA) program, which provides staff and contract assistance to communities to do local planning that is consistent with the long-range regional plan and integrates transportation elements into local planning efforts. The LTA program involves working directly with a community or group of communities on a product that is customized for their use, has a specific audience, and is geographically limited. The majority of LTA projects integrate transportation elements into local plans or the inclusion of recommendations that influence the performance of the transportation system.

Resulting Product: SPR assistance to the LTA program will not result in a singular final product. Instead, each individual LTA project that the funds support will produce a separate "final product," the final plan adopted or accepted by leaders of the local community. The official number of "final products" will depend on the number of LTA projects assisted via the funding, which CMAP anticipates as approximately 4-8 projects depending on size and scope. It

is CMAP's intention that these plans will include recommendations for transportation improvements, some of which could be funded through CMAP, IDOT, and other funding sources.

Performing the work: Internal staff and consultants

Time frame for completing the work: June 30, 2023

The Cost of the Work: \$500,000

Source(s) of funds: SPR

Name of Project: CMAP Pavement Management Plans

Description of Planning Work: This project will provide technical assistance to develop pavement management plans (PMPs) for local units of government in the CMAP region. PMPs will give participating local agencies an understanding of the importance and types of pavement preservation, documentation of the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan that emphasizes pavement preservation treatments.

Resulting Product: Multiple Pavement Management Plans as funding allows

Performing the work: Consultant led

Time frame for completing the work:

The Cost of the Work: \$1,995,730

Source(s) of funds: SPR

Name of Project: CMAP Truck Routing and Community Studies

Description of Planning Work: The CMAP Truck Routing and Community Studies consist of CMAP partnering with localities in northeastern Illinois to conduct three studies in regional freight clusters: in the western portion of Will County in the area of the Will County freight cluster, on the southwest side of the City of Chicago within the Core/Midway freight cluster, and in south suburban Cook County in the area of the South Cook freight cluster. The studies would utilize the framework established in CMAP's multijurisdictional truck routing study in the O'Hare airport freight cluster.

Resulting Product: Three completed planning studies in the above referenced areas.

Time frame for completing the work: June 30, 2021

The Cost of the Work: \$869,683

Performing the work: Consultant and CMAP Staff

Source(s) of funds: SPR

Name of Project: Cook County SW Cook County Trucking Study

Description of Planning Work: This project investigates truck mobility and investment needs in southwest Cook County, one of the major industrial and logistics clusters in northeastern Illinois. It will cover multiple suburban communities, including at a maximum Bedford Park, Bridgeview, Burbank, Chicago Ridge, Countryside, Forest View, Hodgkins, Justice, Lyons, McCook, Stickney, Summit, and Willow Springs. Southwest Cook County area has been identified in the forthcoming Cook County Freight Plan's land use chapter as a significant industrial cluster.

The project will apply the conceptual truck routing framework developed in CMAP's O'Hare Subregional Truck Routing Study to these communities, and will expand upon that work by completing detailed needs analyses. The project scope includes (1) the identification of existing locally designated truck routes and truck restrictions defined in municipal ordinances, (2) quantitative and qualitative existing conditions analyses, and (3) classification of roadway segments into tiers based on truck volumes and truck access needs, with policy and capital investment recommendations developed for each tier. While the focus of the project will be on the trucking system, highway connections to rail, air, and port facilities will be important considerations. Frequent outreach with IDOT, Illinois Tollway, CMAP, CDOT, the Southwest Conference of Mayors, West Central Municipal Conference, and municipal agencies is anticipated throughout the project.

Resulting Product: Recommendations for municipalities to designate Class II and Locally Preferred truck routes, as well as to revise local truck route restrictions as needed. The result of the study will also include a prioritized list of investment needs suitable for developing future Phase I engineering studies. These recommendations will be appropriate to each tier of roadway and consistent with the Illinois Vehicle Code.

Performing the work: Consultant and CMAP staff

Time frame for completing the work: September 1, 2021

The Cost of the Work: \$280,000

Source(s) of funds: SPR and state motor fuel tax (MFT) funds

Name of Project: Cook County Transit Study

Description of Planning Work: The Cook County Transit Plan will assess current

and proposed public transportation services as well as explore alternates and the potential of new services and technologies to improve service to residents and businesses.

The County plan will help define what role Cook County should play in implementing the transit priorities established in *Connecting Cook County*, the County's long range transportation plan. In general, Cook County's Department of Transportation and Highways has defined its regional transportation niche to include playing a leadership role in those instances where an improvement with a significant economic or quality of life impact crosses jurisdictional boundaries but for which no willing candidate with capacity and expertise exists to play the leadership role.

The Cook County Long Range Transportation Plan prioritizes transit and other alternatives to driving private motor vehicles. The Transit Plan will help to define the locations and types of improvements which will provide the greatest opportunities to enhance our transportation network. This guidance will shape County policy and investments as it relates to transit improvements.

Resulting Product: Completed Cook Country Transit Plan

Performing the work: Consultant

Time frame for completing the work: June 1, 2021

The Cost of the Work: \$487,500

Source(s) of funds: SPR and MFT-funded match

Name of Project: CTA Asset Management System Enhancements

Description of Planning Work: Constrained financial resources, a large physical asset base with significant state-of-good-repair investment needs, and the nationwide movement towards performance-driven management of transportation assets demand CTA's investment in its asset management data systems and decision-making tools. These systems and tools are not only increasingly vital for day-to-day management, but their full deployment enables significantly enhanced analytical and planning capabilities. Supplementing investments in Asset Management Systems will not only improve the ongoing condition of CTA's asset base, but also enhance CTA's responsiveness to new Federal Transit Administration (FTA) and Illinois DOT (IDOT) reporting needs (e.g. National Bridge Inventory, FTA TAM Rule, etc.).

This project will enable the following major activities:

- Develop and deploy a web-based geographical interface for use by CTA's infrastructure maintenance coordinators – This new tool will allow for rapid mapping of asset conditions and maintenance trends using Geographic Information Systems (GIS). This will ensure that planning decisions regarding capital maintenance and renewal are made with the best available

data presented in a comprehensive context. This work also includes developing appropriate documentation and data standards to facilitate CTA's ongoing use and maintenance of the functionality. See further discussion below regarding improvements to Asset Management practices. Resource needs: License acquisitions, Application Developer via Engineering Task Order, Testing & Training

- Consolidate asset data from numerous sources into CTA's Enterprise Asset Management System -- Establishing a "single source of truth" for asset data is a key asset management principle. This project will directly associate key asset attribute data (e.g. age, mfg./model #, condition ratings) and other related content (e.g. drawings, specifications) directly with asset records in CTA's EAM. It will also establish the appropriate business processes, forms, reports, etc. to support ongoing maintenance and utilization of the data. Initially, these efforts will focus on the most critical assets and the attributes most important for maintenance and capital renewal planning purposes. Resource needs: Engineering Task Order for Staff Augmentation

Resulting Product: Enterprise Asset Management System (EAM)

Performing the work: Staff and consultant support

Time frame for completing the work: September 30, 2020

The Cost of the Work: \$975,000

Source(s) of funds: SPR with CTA local fund match

Name of Project: CTA Blue Line Core Capacity Study

Description of Planning Work: This projects will conduct planning, conceptual design, and public outreach efforts that will allow for the development of a Blue Line Core Capacity Program. Funds received will be used to prepare the required materials to request entry into the Project Development phase of the Federal Transit Administration's (FTA) Capital Investment Grant Program as a Core Capacity project. This planning effort will identify a program of recommended improvements that will allow a 10% capacity increase along the Blue Line O'Hare branch.

Resulting Product: Technical memoranda and other documentation from the study compiled into a single, comprehensive report, which will position CTA to apply for federal funds through the FTA's Capital Investment Grant program, as a Core Capacity project.

Performing the work: Staff

Time frame for completing the work: February 15, 2020

The Cost of the Work: \$735,000

Source(s) of funds: SPR and CTA local match

Name of Project: Forest Preserves of Cook County's Trail System Inventory and Evaluation

Description of Planning Work: The Forest Preserves of Cook County proposes to conduct an inventory and evaluation of its more than 150 miles of paved trails and 200 miles of unpaved trails. This extensive system of regional trails provides transportation choices and enhances the livability of diverse communities in the state's most densely populated county. The Cook County Forest Preserves' existing system is by far the most extensive in the 6-county Chicago region and staff regularly receive requests to add new trail connections or improve existing trails. Forest Preserve staff are seeking answers to key questions about when the Forest Preserves' trail system will be complete and how to evaluate and prioritize maintenance and improvements.

Resulting Product:

- Gap analysis by reviewing regional and sub-regional trail plans with a focus on connections to other modes of transportation;
- Recommendation of a systematic approach for regular inspection and evaluation of trail conditions, including bridges, underpasses and road crossings, and wayfinding signs;
- Development of a system of collecting user counts;
- Recommendation of equipment and software for collecting that data and a plan to incrementally apply it to the network of trails;
- Baseline data and one additional season of follow-up comparison data;
- Development of a database that will allow the Forest Preserves' to implement a performance-based trail maintenance and improvement program.

Performing the work: Consultant

Time frame for completing the work: September 30, 2020

The Cost of the Work: \$300,000

Source(s) of funds: SPR and Forest Preserve Planning match

Name of Project: Kane County Long Range Transportation Plan Update 2050 Modeling

Description of Planning Work: Kane County DOT is currently working on an update to the 2040 LRTP. The consultants for this project have completed 2040 modeling of our network and KDOT has conducted outreach and are in the beginning stages of crafting a draft document for stakeholder review.

In the past few months, the efforts of CMAP and their work on their 2050 plan and the completion of our LRTP process are more closely aligned. CMAP's 2050 data and forecasts are soon to be released for public review, which essentially makes 2040 forecasts obsolete. Kane County has refocused their work on the 2040 plan to incorporate the 2050 planning horizon. This will more accurately reflect our long range goals and objectives in planning for the County's transportation network, and reflect our commitment to regional planning partnerships in the CMAP MPO region.

Resulting Product: 2050 Model updates to Kane County's Long Range Transportation Plan

Performing the work: Consultant

Time frame for completing the work: April 1, 2019

The Cost of the Work: \$85,000

Source(s) of funds: SPR and KDOT matching funds

Name of Project: METSI Metropolitan Transportation Support Initiative

Description of Planning Work: The Metropolitan Transportation Support Initiative (METSI) at the Urban Transportation Center (UTC) at the University of Illinois at Chicago (UIC) brings together faculty, students, and transportation researchers to address these topical issues with the goal to provide thoughtful planning and problem-solving solutions. IDOT recently completed its Long Range Transportation Plan for the state and METSI will help achieve the performance goals set forth in the Long Range Plan.

METSI was created in September 1999 with a grant from the Illinois Department of Transportation (IDOT). This Technical Work Program outlines the process to address current and emerging issues of urban transportation and to continue the projects already in process. METSI is renewed once every two years with funding for the subsequent two years. Our purpose is to continue to conduct topical transportation research, provide technical assistance, education and training for IDOT, and other transportation and planning agencies in the Chicago region and the state of Illinois.

Resulting Product: Multiple selected projects

Performing the work: Staff

Time frame for completing the work: June 30, 2020

The Cost of the Work: \$700,000

Source(s) of funds: SPR and state matching funds

Name of Project: Randolph Street Corridor Improvement Study

Description of Planning Work: This study will develop a recommended plan for the elimination of the existing frontage roads and medians on West Randolph Street from North Des Plaines Street to North Ogden Avenue. The study will consider all modes of transportation, adjacent land uses, opportunities for new public spaces, and the connecting street network in order to develop concept design alternatives with associated cost estimates. A final preferred concept will be determined.

Resulting Product: Completed Improvement Study

Performing the work: Staff

Time frame for completing the work: September 30, 2021

The Cost of the Work: \$550,000

Source(s) of funds: SPR matched with CDOT funds

Name of Project: Village of Sugar Grove – Gordon Road Regional Corridor Study

Description of Planning Work: The Village of Sugar Grove and its surrounding communities are experiencing more growth, which is resulting in increased demands on local and regional infrastructure. The main north/south roadways in this area, IL Route 47 (16,000 to 21,900 ADT) and Orchard Road (17,200 to 30,300 ADT), experience significant volumes of traffic which will only continue to increase with time.

With this project, the Village of Sugar Grove, along with the Village of Montgomery (a funding partner in this project), would identify a preferred alignment for the corridor and set recommended right-of-way dedication limits for future regional development along the proposed corridor. Kane County, Kendall County, and the City of Yorkville will also participate as planning partners with Sugar Grove and Montgomery in this project so that a Joint Transportation Plan for the Gordon Road Corridor can be adopted.

To achieve this, the Village will review the existing roadway network, traffic patterns, drainage along the corridor, current and future land use plans, traffic projections and expected roadway and intersection capacities. This information will then be included in a Corridor Study Report that will provide the foundation for future planning and development.

Resulting Product: Corridor Study Report

Performing the work: Staff

Time frame for completing the work: June 30, 2019

The Cost of the Work: \$100,000

Source(s) of funds: SPR and Sugar Grove / Montgomery local match

Name of Project: Vision Zero South Side

Description of Planning Work: Vision Zero is Chicago's initiative to eliminate fatal and serious injury traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor's Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan released in June 2017. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.

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The Vision Zero South Side program will operate to: Build community members' ownership of and influence on traffic safety; Coordinate open dialog and community-focused problem solving; Encourage and facilitate the participation of all community members; Inspire community action through public outreach and encouragement; Provide educational resources and tools tailored to the South Side community, including both online and physical resources; Host accessible, informative, and enjoyable outreach and encouragement events and attend events within the community; Ensure that all hosted events include child and youth-focused activities; Unite disconnected agencies and organizations to increase understanding and awareness and to influence positive behavioral change; and Improve the relationship between community members and City agencies.

Resulting Product: Community engagement and Action Plan

Performing the work: Staff

Time frame for completing the work: September 20, 2021

The Cost of the Work: \$250,000

Source(s) of funds: SPR and CDOT local match

Name of Project: Western Springs Regional Comprehensive Transportation Infrastructure Plan

Description of Planning Work: This project looks to develop a "Regional Comprehensive Transportation Infrastructure Plan" (PLAN) across the 15 member municipalities of the Central Council, including Berwyn, Brookfield, Cicero, Countryside, Forest View, Hodgkin, Indian Head Park, LaGrange, LaGrange Park, Lyons, McCook, Riverside, Stickney, Summit, and Western Springs. Transportation infrastructure improvement projects, for CMAP's STP Shared Local Fund, will be central theme resonating throughout the plan and will include roadway improvements, transit stations and/or smart corridors, and road/rail grade separations. Auxiliary items of this comprehensive plan, supporting these regional transportation investments, will include green infrastructure, multi-use paths, complete streets, and flood mitigation/storm water management.

Resulting Product: Regional Comprehensive Transportation Infrastructure Plan Report

Performing the work: Consultant

Time frame for completing the work: 3/20/2019

The Cost of the Work: \$100,000

Source(s) of funds: SPR and local community match

Name of Project: Will County Joliet Intermodal Transportation Plan

Description of Planning Work: In September 2017, the Will County Board formally adopted the Will County Community Friendly Freight Mobility Plan (Freight Plan). Included in the plan were a series of recommendations focused on six primary goal areas based on extensive stakeholder input. Goal areas include safety, mobility, preservation enhancement, workforce, economic competitiveness and community. Ultimately, it is important to the County, cities, businesses and residents to achieve a balance between a vibrant and growing freight economy and community livability needs.

One of the three superclusters identified in the Freight Plan, the Elwood/Joliet cluster includes Laraway Road to the south edge of the CenterPoint Intermodal and between I-55/Des Plaines River and Illinois 53. Because of the rapid growth within this cluster and the projected future growth in the cluster as identified in the Freight Plan, Joliet and Will County are joining together to pursue the development of a Transportation Master Plan for an area within the Elwood/Joliet Cluster with some of the greatest bottlenecks, safety, and mobility challenges.

The purpose of preparing the Transportation Master Plan is to identify the transportation needs for the current level of commerce in the area and for the future buildout as identified in the Freight Plan. The goal is to integrate transportation investments to produce on-going economic benefit, improve the safety of the highway system and create a more efficient flow of freight in the region.

Resulting Product: Transportation Master Plan

Performing the work: Staff

Time frame for completing the work: January 1, 2020

The Cost of the Work: \$200,000

Source(s) of funds: SPR and Will County local match

Agency: Metra

Name of Project: BNSF Extension Environmental Assessment (EA)

Description of Planning Work: Evaluating the potential environmental impacts of extending the BNSF Railway line from Aurora to potential termini in Kendall County including determining the optimal terminus and level of service for the project. The environmental work is being done in conjunction with preliminary engineering work on the proposed extension.

Resulting Products: EA and FONSI, or another appropriate environmental document

Performing the work: HDR Engineering, Inc.

Timeframe for completing the work: 18 months

The cost of the work: \$438,000

Source(s) of funds: FTA earmarked funds

Name of Project: Boarding and Alighting Counts (2016 and 2018)

Description of Planning Work: Counting and reporting of passenger boardings and alightings by station, time, train and line.

Resulting Products: Train by train details report and summary report.

Performing the work: Cañete Medina Consulting Group , Metra staff

Timeframe for completing the work: Spring 2019

The cost of the work: \$1,019,000

Source(s) of funds: Metra operating funds

Name of Project: Metra Electric District Operational Capacity Study

Description of Planning Work: An operational study of the Metra Electric District jointly funded by Metra and the Northern Indiana Commuter Transportation District (NICTD) to better optimize capacity, travel times, and service reliability within this important bi-state regional rail corridor.

Resulting Products: concept design of proposed infrastructure, RTC operational simulation results, and power study analysis

Performing the work: AECOM

Timeframe for completing the work: Completion by early 2018

The cost of the work: \$660,000

Source(s) of funds: Metra operating funds, NICTD operating funds

Name of Project: Milwaukee West Line Fox River Bridge EA

Description of Planning Work: Evaluating the potential environmental impacts of replacing the existing single track MD-W Bridge over the Fox River in Elgin with a new double track

span, eliminating a major bottleneck on the MD-W Line. This project was awarded funding under the TIGER grant program.

Resulting Products: EA and FONSI

Performing the work: TranSystems

Timeframe for completing the work: Spring 2017

The cost of the work: \$247,000

Source(s) of funds: FTA capital funds

Name of Project: Origin and Destination Surveys (2016 and 2018)

Description of Planning Work: Survey riders on trip origin and destination, trip purpose, trip frequency, access and egress modes, ticket type, and ticket purchase method.

Resulting Products: Mode of Access tables, Origin and Destination maps

Performing the work: Cañete Medina Consulting Group, Metra staff

Timeframe for completing the work: Spring 2019

The cost of the work: \$924,000

Source(s) of funds: Metra operating funds

Name of Project: Station Optimization Study

Description of Planning Work: Evaluate the performance of Metra stations to develop guidelines for station spacing, station consolidation, and other potential solutions to improve station performance. The recommendations will be based on 1) a peer review of policies and practices, 2) historic review of how the current Metra system of stations evolved, 3) the development of station typologies to categorize stations into logical groups, 4) a two-step screening of station evaluation, 5) input from stakeholders, and 6) an equity analysis.

Resulting Products: Draft and final reports will be prepared with recommendations and draft policies.

Performing the work: AECOM

Timeframe for completing the work: 18 months

The cost of the work: \$257,000

Source(s) of funds: Metra capital funds

Name of Project: Fare Structure Study

Description of Planning Work: A SWOT analysis of the current structure, a fare and revenue model for future budgeting purposes, recommendations on fare structure, products, and pricing.

Resulting Products: Final report on recommendations, fare and revenue model

Performing the work: Four Nines

Timeframe for completing the work: Fall 2017

The cost of the work: \$315,300

Source(s) of funds: Metra operating funds

Agency: Pace

Name of Project: Joliet Regional Express Bus Study

Description of Planning Work: Study the feasibility of regional express bus services that would take people from Naperville, Schaumburg, Homewood and Rosemont (O'Hare Airport) to the new Joliet Multimodal Station.

Resulting Products: the demand for service and to determine whether this service is operationally and financially feasible.

Performing the work: Pace Suburban Bus with consultant help.

Time frame for completing the work: 12 months

The Cost of the Work: \$450,000

Source(s) of funds: IDOT DPT Funds

Name of Project: Pace I-294 Market Analysis

Description of Planning Work: Pace Suburban Bus and the Regional Transportation Authority are conducting a transit market analysis of the Interstate 294 Tri State Tollway Corridor between Schaumburg and Harvey, Illinois. This effort will include the development of service and facility concepts that address the transit needs of the corridor.

Resulting Products: Market analysis service and facility concepts.

Performing the Work: Consulting teams, under the direction of RTA grantees.

Time Frame: One year from start of the contract.

The cost of the work: \$250,000

Sources of Funds: RTA; Local Match \$50,000

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

A call for projects was held in 2017 resulting in nine (9) new projects. A total of 14 projects are currently active when combining the new projects with those still active from the 2016 program, seven (7) of which are not utilizing UWP planning funds:

1. Olympia Fields TOD Zoning Update
2. Morton Grove TOD Zoning Update
3. CTA – 79th Street and Chicago Avenue Slow Zone Improvements
4. Winthrop Harbor Developer Panel
5. Brookfield Developer Panel
6. Bartlett TOD Zoning Update
7. Robbins TOD Plan Update (in cooperation with CMAP's LTA Program)

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

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

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

Time frame for completing the work: The seven projects listed above are expected to be completed by December 31, 2019

The Cost of the Work: \$501,000.

Source(s) of funds: RTA \$421,000; Local Match \$80,000

Name of Project: Green Transit Projects

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

1. Bus Route Flooding Resiliency Plan
2. CTA Wayside Energy Storage Assessment (completed in 2017)
3. Metra Wayside Energy Storage Assessment
4. Metra Locomotive Alternative Fuel Study

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

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

Time frame for completing the work: The four projects listed above are expected to be completed by June 30, 2019.

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

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

Name of Project: Rider / Non-Rider Survey

Description of Planning Work: The Rider / Non-Rider Survey entails the creation and administration of a survey that samples the travel market within the six-county RTA service area, including riders of each of the RTA Service Boards, as well as those who use transit on an occasional basis or do not use transit at all. The project will focus on the analysis of non-riders (those who have not ridden transit on a consistent basis or at all in the past five years) and "lapsed" riders (those who rode consistently in the recent past but have significantly reduced their transit trips or stopped using transit), comparing their travel preferences with those of current transit riders. The survey will collect data specifically from respondents whose travel

patterns can be reasonably served by existing transit services (with focus on rail and fixed route bus service).

The overarching goal of the survey is to better understand the reasons why these market groups of potential transit riders are choosing other travel modes and identify strategic incentives or improvements that will encourage them to utilize transit more frequently.

Resulting Products: The resulting products will be a survey instrument, sampling plan, survey administration, data analysis, implementation strategies and a final report.

Performing the work: A consulting firm will be responsible for completing the work.

Time frame for completing the work: The project is expected to be completed in 2019.

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

Source(s) of funds: RTA \$40,000; IDOT (SPR) \$160,000

APPENDIX G

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, ON TO 2050, which was adopted in October 2018 by the CMAP Board and MPO Policy Committee, is the region's long-range comprehensive plan and serves as a blueprint for selecting planning projects in the UWP. CMAP's Transportation Committee also considers the UWP priorities prior to the annual project selection process.

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selected through a competitive process. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the Programming Committee, 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 FY 2020 UWP awarded \$18.1 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$22.6 million dedicated to transportation planning in the northeastern Illinois region.

Section 1: Core

The UWP Committee approved \$17,084,725 in federal funding under the FY 2020 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, and Cook County.

Section 2: Competitive

The UWP Committee approved \$1,053,000 in federal funding under the FY 2020 Competitive Program. Agencies receiving competitive funding are CMAP/RTA for its LTA/Community Planning Program, CTA for the Chicago Bus Priority Network Plan, and CDOT for the North Grant Park – Streeterville Transportation Demand Management Plan.

More information about the FY 2020 UWP Development Process, including meeting minutes and documentation, can be found at <http://www.cmap.illinois.gov/unified-work-program>.

APPENDIX H

FY 2020 UWP MONITORING AND REPORTING

In past years, the FHWA, FTA, CMAP Board, CMAP staff, and other regional civic organizations recommended that CMAP and the MPO Policy Committee implement a process to account for expenditure of the annual federal metropolitan planning funds received by the UWP. While such a system was not be statutorily required under federal law, the region would benefit from a clearer indication of the products produced by these funds. Developing a system of accountability would not only inform the region about what was being accomplished with federal planning dollars, it would also help in the construction of a more efficient and effective UWP process moving forward.

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

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

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

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The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.