



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

TO: CMAP Board and MPO Policy Committee

FROM: Matt Maloney, Senior Manager for Program and Policy Development

Date: May 28, 2009

Subject: FY 2010 Unified Work Program

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 FY 2010 Unified Work Program (UWP) totals \$19,542,094 and includes \$15,514,062 in FHWA and FTA regional planning funds and \$4,123,664 in local match funds. CMAP's Transportation Committee released the program for a period of public comment, lasting from April 25 to May 20. No comments were received. Please find the following Executive Summary, which details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

###

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2010 (FY10) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,542,094 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2010 UWP programs \$11,390,398 in FHWA PL funds, \$4,123,664 in FTA 5303 funds, and \$4,028,032 in state or local sources to provide for the necessary matching funds.

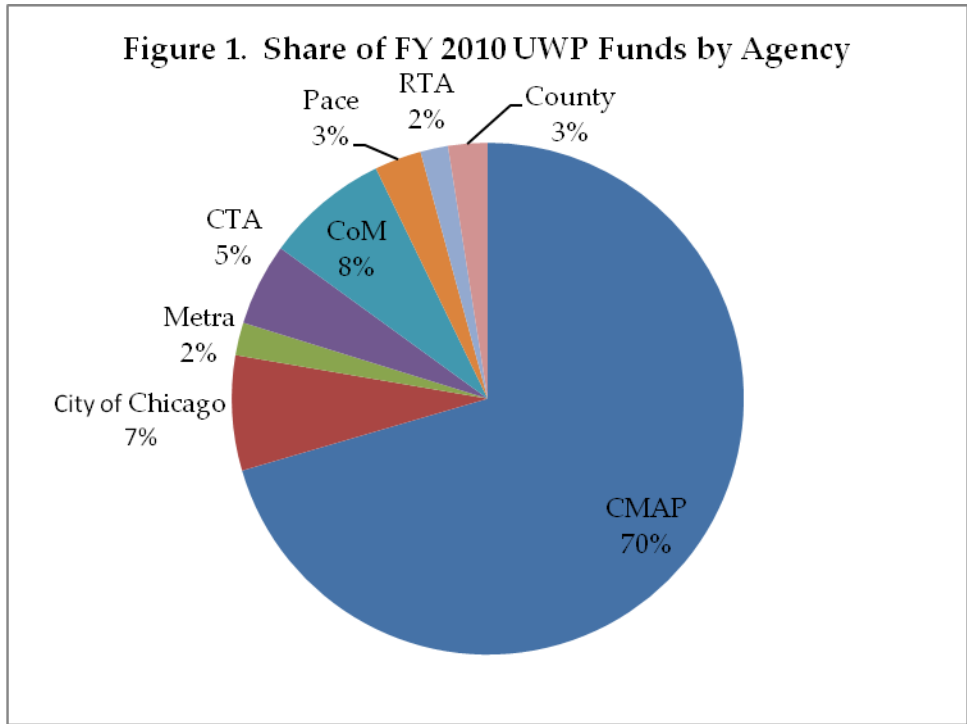
The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and collar counties. IDOT chairs the committee and votes in instances of a 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 member agency can submit proposals or sponsor submissions from other entities.

The FY10 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2009 through June 30, 2010. The UWP Committee developed the FY10 program based on the UWP funding mark (\$15,514,062 in FHWA/FTA funds) for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded Core elements, which address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon regional planning priorities developed by the UWP Committee in concert with the MPO Policy Committee and CMAP Board. The UWP development process is discussed further in Appendix J. The UWP is submitted to CMAP's Transportation Committee and Programming Coordinating Committee, which make recommendations to the MPO Policy Committee and CMAP Board for approval. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

FY10 UWP funds will be programmed to CMAP, CTA, the City of Chicago, RTA, Metra, Pace, the Regional Council of Mayors, Lake County, and DuPage County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects support ongoing regional transportation planning, programming and implementation efforts.

Funding by Agency

Figure 1 shows the share of FY10 UWP funds programmed to each agency. CMAP is receiving 70% of the new FHWA PL and FTA section 5303 funds to collect, analyze, and disseminate transportation data, manage the development of the region's long range transportation plan, 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. Most of CMAP's activities involve the coordination of transportation planning with comprehensive regional planning, land use plans, urban development objectives, and the region's overall social, economic and civil rights goals and objectives. The CTA, RTA, Metra and Pace are receiving 5%, 2%, 2%, and 3% of the funds, respectively, to perform studies related to their systems, to prepare recommended improvement programs and to plan coordinated service.



The City of Chicago is receiving 7% of the funds for transportation planning and programming, the development of crosswalk treatment and toolbox, the West Loop Terminal Area plan, and sustainable infrastructure standards. The Regional Councils of Mayors are receiving 8% in order to assist local elected officials to participate effectively in the MPO process, provide STP assistance and development, and undertake subregional studies.

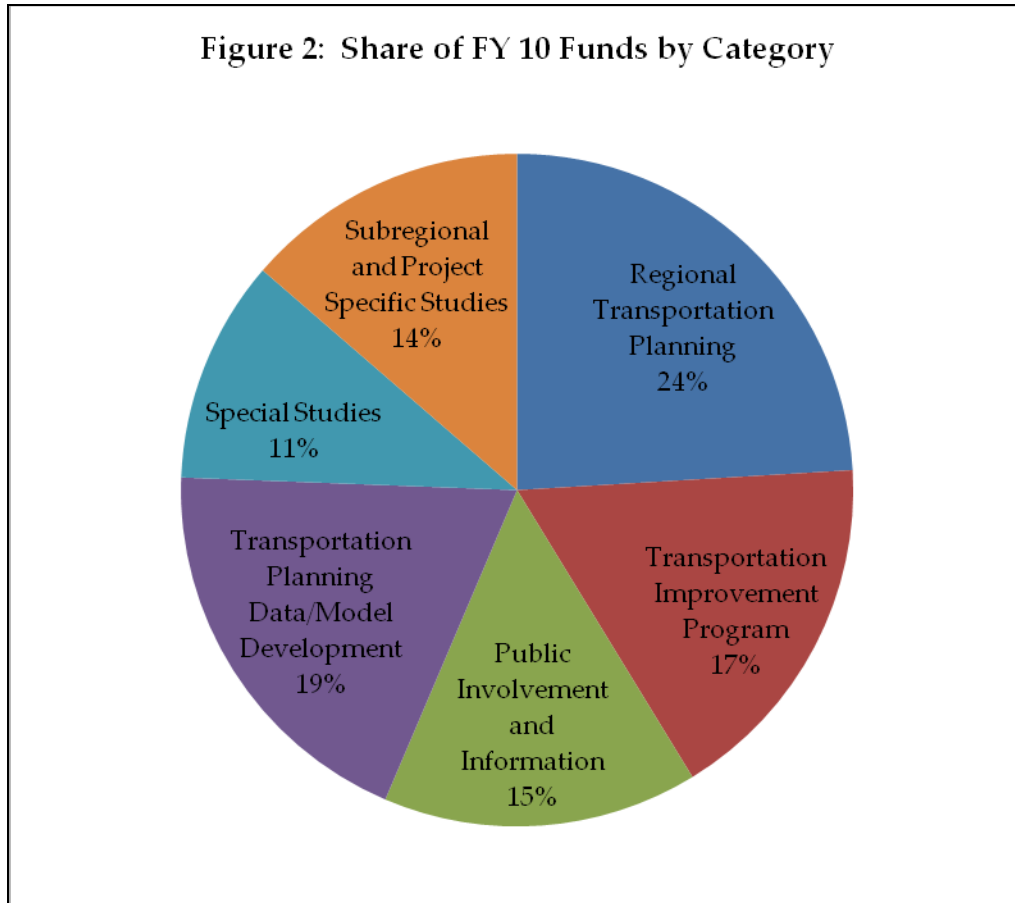
Together, Lake and DuPage Counties are receiving 3% of the funds. Lake County is funded to complete their 2040 long range transportation plan while DuPage County is funded to develop and implement a new pavement management system.

Agency budgets, including the local match, are summarized in the following table:

Agency	Total	FTA	FHWA	Local Match
CMAP	13,667,048	1,998,372	8,935,267	2,733,409
City of Chicago	1,405,000	180,000	944,000	281,000
Metra	400,000	320,000		80,000
CTA	1,008,080	806,464		201,616
Council of Mayors	1,663,431		1,211,131	452,300
Pace	575,000	460,000		115,000
RTA	340,000	272,000		68,000
Lake County	375,000		300,000	75,000
DuPage County	108,535	86,828		21,707
TOTAL	19,542,094	4,123,664	11,390,398	4,028,032

Funding by Program Category

The FY10 UWP is divided into six major program categories, which were endorsed by the Work Program Committee in 2001. The program categories are briefly described below and Figure 2 shows the share of FY10 UWP funds going to each category. Since a number of the projects are composed of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the type of work to be accomplished with these funds.



1. Regional Transportation Planning

The projects in this program category fall under two general topical areas: Comprehensive Plan Development and Analysis of Socioeconomic and Land Use/Transportation Relationships. Various projects are undertaken to create and update the transportation component of the region's comprehensive plan. The 2030 RTP (*Shared Path 2030*) was adopted by the CATS Policy Committee in October 2003 and made SAFETEA-LU compliant in June of 2007. The plan is on a four-year plan cycle and the update is expected to be approved in October 2010. The region's new comprehensive plan is called *GO TO 2040*.

Projects addressing issues related to the Analysis of Socioeconomic and Land Use/Transportation Relationships are done to support transportation planning and programming in the region. Tasks include the preparation of population, household and employment forecasts, and analyses of land use/transportation relationships that are necessary for developing transportation plans.

The budget for this program category is \$4,669,857 which is 24% of the total FY09 UWP budget.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this category is \$3,363,413 which is 17% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Funds allocated to this category total \$2,961,165 or 15% of the UWP budget.

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 total funds allocated to this category are \$3,749,707 or 19% of FY09 UWP funding.

5. Special Studies

There are three topical areas in this program category: Asset Management, Special Groups, and Environmental Studies. Asset Management focuses on preserving the value of existing assets, such as transit systems and highway facilities, through planning and resource management. Projects addressing Asset Management include those designed to develop operational, demand and information technology strategies to improve the efficiency of the transportation system including the Congestion Management Process.

Special Groups includes projects designed to improve transportation services for protected classes under applicable laws and regulations, and to ensure that the transportation planning process is accessible and responsive to members of minority groups and other protected classes. Environmental Studies projects include technical studies and management efforts to contribute to improving the region's air quality, to provide for regional participation and contribution to statewide air quality planning activities, and to see that environmental issues are properly addressed in the region's transportation plan.

The budget for this program category is \$2,098,224 representing 11% of the total UWP budget.

6. Subregional and Project Specific Studies

The projects in this category are concerned with developing transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$2,669,726 or 14% of the total UWP.

Program Funding Summary Tables

On the following pages are tables that summarize the contents of the FY10 UWP.

- Table 1, the Summary of UWP Projects and Budgets by Recipient Agency, provides project-by-project detail on the distribution of planning funds. FTA funds, FHWA funds, and Local Match funds are shown as separate line items for each project.
- Table 2 shows the allocation of all planning funds by program category, recipient agency and funding source. The local match for the federal funds is shown as a separate line item.
- Table 3 summarizes the allocation of each funded project across the program categories.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	1,998,372	1,180,517	794,722	3,973,611
CMAP	Transportation Improvement Plan		1,207,223	301,805	1,509,028
CMAP	Congestion Management Process		790,537	197,634	988,171
CMAP	Technical Assistance		1,146,696	286,674	1,433,370
CMAP	Policy Development		1,562,584	390,646	1,953,230
CMAP	Data Development and Analysis		1,311,159	327,790	1,638,949
CMAP	Information Technology Management		1,736,551	434,138	2,170,689
	CMAP Total	1,998,372	8,935,267	2,733,409	13,667,048
CTA	Program Development	310,464		77,616	388,080
CTA	North Main Line Corridor Demand Study	400,000		100,000	500,000
CTA	Study of Limited Bus Stop Service	96,000		24,000	120,000
	CTA Total	806,464		201,616	1,008,080
City of Chicago	Transportation Planning and Programming		800,000	200,000	1,000,000
City of Chicago	Crosswalk Treatment Methodology and Toolbox		80,000	20,000	100,000
City of Chicago	West Loop Terminal Area Plan	180,000		45,000	225,000
City of Chicago	Chicago Sustainable Infrastructure Standards		64,000	16,000	80,000
	City of Chicago Total	180,000	944,000	281,000	1,405,000
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)		1,007,131	376,175	1,383,306
Council of Mayors	Subregional Transportation Planning, Programming and Management (Competitive)		204,000	76,125	280,125
	Council of Mayors Total		1,211,131	452,300	1,663,431
DuPage County	Pavement Management Program	86,828		21,707	108,535
Lake County	2040 Transportation Plan		300,000	75,000	375,000
	Counties Totals	86,828	300,000	96,707	483,535

Agency	Project Title	FTA	FHWA	Local Match	Total
Metra	Program Development	320,000		80,000	400,000
	Metra Totals	320,000		80,000	400,000
Pace	TIP Development & Monitoring	120,000		30,000	150,000
Pace	Development and Land Use Guidelines	200,000		50,000	250,000
Pace	Rideshare Services Program	140,000		35,000	175,000
	Pace Totals	460,000		115,000	575,000
RTA	Regional Transit Technology Plan	120,000		30,000	150,000
RTA	Regional Data Archive Demonstration	72,000		18,000	90,000
RTA	Regional Coordination of Transit Customer Satisfaction Surveys	80,000		20,000	100,000
	RTA Totals	272,000		68,000	340,000
	FY 10 UWP Total	4,123,664	11,390,398	4,028,032	19,542,094

Table 2: Summary of UWP Recipient Budgets by Program Category

	Total	CMAP	CTA	Chicago	CoM	Counties	Metra	Pace	RTA
<u>Regional Transportation Planning</u>									
FTA	1,469,186	999,186	200,000				96,000	114,000	60,000
FHWA	2,266,777	1,854,551		80,000	242,226	90,000			
Local Match	963,894	713,434	50,000	20,000	90,460	22,500	24,000	28,500	15,000
Category Total	4,699,857	3,567,171	250,000	100,000	332,686	112,500	120,000	142,500	75,000
<u>Transportation Improvement Program</u>									
FTA	498,278		186,278	-		-	192,000	120,000	
FHWA	2,144,608	1,260,155		400,000	484,452				
Local Match	720,528	315,039	46,570	100,000	180,920	-	48,000	30,000	
Category Total	3,363,415	1,575,194	232,848	500,000	665,372	-	240,000	150,000	-
<u>Public Involvement and Information</u>									
FTA	961,697	599,512	124,186				32,000	126,000	80,000
FHWA	1,383,312	1,061,086		80,000	242,226				
Local Match	616,156	415,149	31,046	20,000	90,460		8,000	31,500	20,000
Category Total	2,961,165	2,075,747	155,232	100,000	332,686	-	40,000	157,500	100,000
<u>Transportation Planning Data/Model Development</u>									
FTA	771,674	399,674	200,000					100,000	72,000
FHWA	2,222,111	1,871,554		80,000	60,557	210,000			
Local Match	755,922	567,807	50,000	20,000	22,615	52,500		25,000	18,000
Category Total	3,749,707	2,839,036	250,000	100,000	83,172	262,500	-	125,000	90,000
<u>Special Studies</u>									
FTA	146,828					86,828			60,000
FHWA	1,525,771	1,401,214		64,000	60,557				

Local Match	425,626	350,304		16,000	22,615	21,707			15,000
Category Total	2,098,224	1,751,518	-	80,000	83,172	108,535	-	-	75,000

Subregional and Project Specific Studies

FTA	276,000		96,000	180,000					-
FHWA	1,847,819	1,486,706		240,000	121,113				-
Local Match	545,907	371,677	24,000	105,000	45,230				-
Category Total	2,669,726	1,858,383	120,000	525,000	166,343	-	-	-	-

TOTAL PROGRAMS

FTA	4,123,664	1,998,372	806,464	180,000	-	86,828	320,000	460,000	272,000
FHWA	11,390,397	8,935,266	-	944,000	1,211,131	300,000	-	-	-
Local Match	4,028,033	2,733,410	201,616	281,000	452,300	96,707	80,000	115,000	68,000
Category Total	19,542,094	13,667,048	1,008,080	1,405,000	1,663,431	483,535	400,000	575,000	340,000

Table 3: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	3,973,611	1,986,806		1,192,083	794,722		
CMAP	Transportation Improvement Plan	1,509,028		1,358,125	150,903			
CMAP	Congestion Management Process	988,171	98,817		49,409		839,945	
CMAP	Technical Assistance	1,433,370	286,674		286,674			860,022
CMAP	Policy Development	1,953,230	488,308		97,662		585,969	781,292
CMAP	Data Development and Analysis	1,638,949	163,895		81,947	1,393,107		
CMAP	Information Technology Management	2,170,689	542,672	217,069	217,069	651,207	325,603	217,069
CTA	Program Development	388,080		368,676	19,404			
CTA	North Main Line Corridor Demand Study	500,000	250,000			250,000		
CTA	Study of Limited Bus Stop Service	120,000		120,000				
City of Chicago	Transportation Planning and Programming	1,000,000	100,000	500,000	100,000			300,000

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
City of Chicago	Crosswalk Treatment Methodology and Toolbox	100,000				100,000		
City of Chicago	West Loop Terminal Area Plan	225,000		225,000				
City of Chicago	Chicago Sustainable Infrastructure Standards	80,000	80,000					
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)	1,383,306	276,661	553,322	276,661	69,165	69,165	138,331
Council of Mayors	Subregional Transportation Planning, Programming and Management (Competitive)	280,125	56,025	112,050	56,025	14,006	14,006	28,013
DuPage County	Pavement Management Program	108,535		108,535				
Lake County	2040 Transportation Plan	375,000	112,500			262,500		
Metra	Program Development	400,000	120,000	240,000	40,000			
Pace	TIP Development & Monitoring	150,000		150,000				
Pace	Development and Land Use Guidelines	250,000	125,000			125,000		
Pace	Rideshare Services Program	175,000	17,500		157,500			

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
RTA	Regional Transit Technology Plan	150,000	75,000				75,000	
RTA	Regional Data Archive Demonstration	90,000						90,000
RTA	Regional Coordination of Transit Customer Satisfaction Surveys	100,000			100,000			
Total		19,542,094	4,779,857	3,952,778	2,825,337	3,659,707	1,909,689	2,414,726
Percentage of Total			24%	20%	14%	19%	10%	12%
Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
CMAP	Long Range Planning: Go To 2040 Development, Visualization, and Public Participation	3,973,611	1,986,806		1,192,083	794,722		
CMAP	Transportation Improvement Plan	1,509,028		1,358,125	150,903			
CMAP	Congestion Management Process	988,171	98,817		49,409		839,945	
CMAP	Technical Assistance	1,433,370	286,674		286,674			860,022
CMAP	Policy Development	1,953,230	488,308		97,662		585,969	781,292

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
CMAP	Data Development and Analysis	1,638,949	163,895		81,947	1,393,107		
CMAP	Information Technology Management	2,170,689	542,672	217,069	217,069	651,207	325,603	217,069
CTA	Program Development	388,080		368,676	19,404			
CTA	North Main Line Corridor Demand Study	500,000	250,000			250,000		
CTA	Study of Limited Bus Stop Service	120,000		120,000				
City of Chicago	Transportation Planning and Programming	1,000,000	100,000	500,000	100,000			300,000
City of Chicago	Crosswalk Treatment Methodology and Toolbox	100,000				100,000		
City of Chicago	West Loop Terminal Area Plan	225,000		225,000				
City of Chicago	Chicago Sustainable Infrastructure Standards	80,000	80,000					
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)	1,383,306	276,661	553,322	276,661	69,165	69,165	138,331

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					Subregional and Project Specific Studies
			Regional Transportation Planning	Transportation Improvement Program	Public Involvement and Information	Transportation Planning Data/Model Development	Special Studies	
Council of Mayors	Subregional Transportation Planning, Programming and Management (Competitive)	280,125	56,025	112,050	56,025	14,006	14,006	28,013
DuPage County	Pavement Management Program	108,535		108,535				
Lake County	2040 Transportation Plan	375,000	112,500			262,500		
Metra	Program Development	400,000	120,000	240,000	40,000			
Pace	TIP Development & Monitoring	150,000		150,000				
Pace	Development and Land Use Guidelines	250,000	125,000			125,000		
Pace	Rideshare Services Program	175,000	17,500		157,500			
RTA	Regional Transit Technology Plan	150,000	75,000				75,000	
RTA	Regional Data Archive Demonstration	90,000						90,000
RTA	Regional Coordination of Transit Customer Satisfaction Surveys	100,000			100,000			
Total		19,542,094	4,779,857	3,952,778	2,825,337	3,659,707	1,909,689	2,414,726
Percentage of Total			24%	20%	14%	19%	10%	12%

Table 4: Brief Synopses of FY 2009 Recommended UWP Projects

<p>Chicago Metropolitan Agency for Planning (CMAP)</p>	<p>Agency Total: \$ 13,667,048</p>
<p>Congestion Management Process Purpose: This program addresses the need to effectively manage the region’s transportation system. The management and operational strategies developed will include intelligent transportation systems, bicycle and pedestrian policies, data collection and analysis for regional transportation indicators in the Long Range Plan strategy analysis, and improvements to the freight system. Efforts to improve the safety of the transportation system will be a special focus within this project. Tasks will include a regional ITS planning, regional freight plan recommendations and recommendations for intermodal freight collectors, and updates on highway safety overviews, freeway congestion data/scans, and a system accessibility report.</p>	<p>\$988,171</p>
<p>Data Development and Analysis Purpose: The development and application of technical tools for analysis of regional plans and programs is necessary for effective policy evaluation. The major tasks in this program include continued development of CMAP’s urban system model, outside distribution of the travel and activity survey project, the land use inventory, highway and transit system modeling datasets, and field results from the county and municipal socioeconomic inventory.</p>	<p>\$1,638,949</p>
<p>Information Technology Management Purpose: This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the internal infrastructure necessary to generate robust transportation data dissemination applications, document data library management practices, and develop content management systems for transportation datasets and query interface and file transfer protocol to permit analysis and visualization of data.</p>	<p>\$2,170,689</p>
<p>GO TO 2040 – Regional Comprehensive Plan Purpose: This project fulfills the federal requirement for a long range transportation plan as well as the state requirement for an integrated land use and transportation plan. Public involvement on scenario evaluation will be underway when FY 10 begins. Based on the results of this and an ongoing technical evaluation, a preferred scenario will be developed. Major capital projects to support the preferred scenario will also be evaluated and selected. Drafts of the plan's recommendations are expected to be available before the end of FY 10.</p>	<p>\$3,973,611</p>

<p>Plan Implementation and Technical Assistance</p> <p>Purpose: This program provides technical assistance with a variety of tools, programs and information designed to share best practices and build regional capacity in transportation and land use planning. CMAP staff will work with municipalities in the region, community organizations, counties, planning, economic and community professionals and the private sector to develop joint programs, promote regional collaboration, analyze professional needs, assess strengths, weaknesses and plan for the future.</p>	<p>\$1,433,370</p>
<p>Policy Development</p> <p>Purpose: Research, analysis, and development of policies and agency methods to support, promote, and integrate transportation and land use planning. CMAP's operating legislation charges the agency to consider and analyze the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents.</p>	<p>\$1,953,230</p>
<p>Transportation Improvement Program</p> <p>Purpose: Develop and maintain the region's fiscally constrained TIP and CMAQ programs and analyze program and long range plan to verify air quality requirements are met. Monitor regulatory changes for impact on region and assure federal, state, and regional laws and regulations on transportation and air quality are met.</p>	<p>\$1,509,028</p>
<p>Chicago Department of Transportation (CDOT)</p>	<p>Agency Total:</p> <p>\$1,405,000</p>
<p>Crosswalk Treatment Methodology and Toolbox</p> <p>Purpose: To develop a toolbox and methodology for marking uncontrolled intersections and mid-block crosswalks. This toolbox will be used to assist engineers and project managers in identifying locations for specialized crosswalk treatments such as international style striping, rapid flash beacons, HAWK signals, bumpouts, and pedestrian refuge islands. Based on findings from the Federal Highway Administration's "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations" and other studies, the toolbox will include factors like vehicle speeds, number of lanes, lane width, pedestrian and vehicle volumes, and the distance to the nearest signalized crossing location. The resulting toolbox could be used to assist the City of Chicago, other municipalities and our regional partners in determining appropriate crossing treatments.</p>	<p>\$100,000</p>
<p>West Loop Terminal Area Plan</p> <p>Purpose: To develop a transportation plan for the West Loop area in the vicinity of Union Station and Oglivie Center. The study responds to growing congestion on the streets and curb space in the immediate vicinity of these terminals, the need for</p>	<p>\$225,000</p>

improved intermodal connections, and the need to accommodate future BRT and/or rail connections to the larger Central Area.	
<p>City of Chicago Transportation Planning and Programming</p> <p>Purpose: To support regional objectives by providing for the strategic participation of the City of Chicago in the region’s transportation planning process, including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to other agencies. Such policy, funding and planning assistance facilitates the full and effective participation by City officials.</p>	\$1,000,000
<p>Chicago Sustainable Infrastructure Standards</p> <p>Purpose: The Chicago Sustainable Infrastructure Standards will outline sustainable design recommendations for the public right of way, and expand on existing complete streets policies in order to include environmental performance. Transportation planning decisions should not only consider the location and users of any proposed infrastructure project, but also the environmental footprint created through the design, construction, and life of a project. The sustainable infrastructure standards will be applicable to both City and suburban locations and will include best practices and example applications, design requirements for best management practices, testing and monitoring procedures, specifications, long and short term goals, and a process for implementation</p>	\$80,000
Metra	Agency Total: \$400,000
<p>Program Development</p> <p>Purpose: Program Development incorporates capital transit planning and programming to address regional transportation improvement, congestion management, safety and security planning, proactive public participation, and development and monitoring of a fiscally constrained TIP. Major tasks will include program and budget amendments, environmental reviews, TIP revisions, database management for rolling stock, track & structure, bridges, signal and electrical equipment, facilities, stations, parking, capital investment and financial analysis.</p>	\$400,000
Chicago Transit Authority (CTA)	Agency Total: \$1,008,080
<p>Program Development</p> <p>Purpose: Improve CTA capital program coordination with regional Transportation Improvement Program (TIP). Major tasks will include development of CTA’s capital programs for inclusion in the TIP, and identification and analysis of potential capital projects for funding eligibility.</p>	\$388,080

<p>Study of Limited Bus Stop Service</p> <p>Purpose: The study will evaluate the effectiveness of a Chicago Transit Authority (CTA) pilot to increase the ratio of limited-stop to local bus service on three (3) CTA bus corridors: Garfield/55th Street (Routes #55 and #X55), Western Avenue (Routes #49 and #X49), and Irving Park (Routes #80 and #X80). The 180-day pilot will be implemented during the Spring of 2009 and will increase the frequency of limited-stop service to approximately 60% of overall service on the corridor. The study will evaluate the effectiveness of this change as measured by overall change of ridership on the corridor, increase in travel speed, productivity of local and express routes, and impact on customer satisfaction. Additionally, the study will evaluate the effectiveness of bus stop spacing on the pilot corridors by analyzing ridership by stop and how it impacted the overall effectiveness of the service. Finally, the study will recommend the optimal ratio of express to local service on the pilot routes.</p>	<p>\$120,000</p>
<p>North Main Line Corridor Demand Study</p> <p>Purpose: Model travel demand in the North Main Line Corridor for bus and rail service to inform a comprehensive vision for rehabilitation in the corridor. The North Main Line Corridor provides an alternative to North Lakeshore Drive and the Edens Expressway (I-94) as well as many local roads. CTA Red, Yellow and Purple rail lines and extensive parallel express bus services in this corridor serve to the densest residential concentration in the region, the Central Business District, and the suburbs of Evanston, Skokie, and Wilmette. Corridor travel needs have changed since infrastructure was originally built and service patterns developed and are anticipated to change through 2040. The North Main Line rail infrastructure is in need of rehabilitation, which provides an opportunity to build infrastructure that allows alternative rail service patterns. Modeling the travel demand for this corridor under various bus and rail service configurations would allow development of a service plan that better utilizes existing infrastructure and guides rehabilitation.</p>	<p>\$500,000</p>
<p>Regional Council of Mayors</p>	<p>Agency Total:</p> <p>\$1,663,431</p>
<p>Subregional Planning, Programming and Management</p> <p>Purpose: To provide for strategic participation by local officials in the regional planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing local liaisons to regional activities, facilitating communication between local and regional stakeholders, and coordinating local technical assistance for regional programs, projects and research. Through the Planning Liaison (PL) Program, the Council of Mayors provides a link between CMAP and the suburban Mayors. PL staff coordinates with CMAP and other local, regional and state transportation agencies to support the integration of transportation and land use in the Long Range Plan, subregional corridor planning, data collection, ITS initiative, etc. Each council manages an STP program that is integrated into the Transportation Improvement Program. PL staff work to advance</p>	<p>\$1,663,431</p>

the goals and focus areas of the Unified Work Program and Congestion Management System through the region. The PL Program provides a forum for municipal education and involvement in support of CMAP's Public Participation Program.	
Pace	Agency Total: \$575,000
Rideshare Services Program Purpose: The Pace Rideshare Program seeks to support individuals and employers in developing carpools and vanpools in support of regional plan objectives.	\$175,000
TIP Development & Monitoring Purpose: To develop a fiscally constrained Suburban Bus Capital Improvement Program for the northeastern Illinois region which is consistent with, and supportive of, regional comprehensive plans. Participate in the TIP and CMAQ development process and provide support for the air quality conformity analysis of Capital Projects.	\$150,000
Pace Development and Land Use Guidelines Purpose: The development of a locally based transit policy as it relates to land use. Current practices in the region do not allow for the timely sharing of information on new development and roadway projects as related to transit planning. Pace wants to take the initiative by providing communities a "how-to" guide book on both Traditional and Non-Traditional Transit Oriented Development in the Chicago Suburbs that would facilitate the cooperation between Pace and communities in their effort of economic and community development, job, housing, and transportation planning.	\$250,000
Regional Transportation Authority (RTA)	Agency Total: \$340,000
Regional Data Archive Demonstration Purpose: Contribute to the design and implementation of a CMAP-led web-based data exchange mechanism for archived transportation data. RTA has significant experience with web-based data access in its RTAMS system which currently serves 2,000+ users. Expected contributions are access to transit data and potential adaptation of the RTAMS user interface to provide content management, data visualization and analysis.	\$90,000
Regional Coordination of Transit Customer Satisfaction Surveys Purpose: The purpose of this initiative is to establish a common methodology for implementing a regional customer satisfaction measurement system with the goal of tracking and evaluating regional transit performance on critical customer experience touch points. House Bill 656, enacted in January 2008, commits the RTA to	\$100,000

<p>evaluating the impact and effectiveness of public transit. One important performance measure (specifically mentioned in the RTA Act) is customer satisfaction. At present, all three Service Boards conduct their own surveys at different times and at different intervals, using different methods and scales of satisfaction. Thus, it is impossible to consolidate the results in one unified regional customer satisfaction performance measure or a set of attributes. This initiative will provide a common sampling approach and methodology for surveying customer satisfaction across the entire transit system in northeastern Illinois.</p>	
<p>Regional Transit Technology Plan Purpose: As part of the overall update of the RTA's Regional Transportation Strategic Plan, this project will examine alternative roles for the RTA and establish a vision for the region in terms of the implementation of transit technology. The plan will include goals, objectives and measurable success metrics where applicable. The regional vision will be formalized through the creation of a Regional Transit Technology Plan to be adopted by the RTA Board of Directors.</p>	<p>\$150,000</p>
<p>DuPage County</p>	<p>Agency Total: \$108,535</p>
<p>DuPage County Pavement Management Program Purpose: To develop and implement a new pavement management system that will utilize engineering and financial analysis tools to provide DuPage County with a better method for programming scarce resources while maintaining a high pavement condition and performance. System evaluation is included in the project using mechanistic pavement condition ratings in order to provide a baseline.</p>	<p>\$108,535</p>
<p>Lake County</p>	<p>Agency Total: \$375,000</p>
<p>Lake County 2040 Transportation Plan Purpose: To develop a 2040 long range-plan that identifies the deficiencies and recommends the improvements necessary to addresses the future transportation needs of Lake County. The plan will identify anticipated improvements by travel mode, prioritize projects by travel mode, estimate improvement costs and identify the sources of revenue to implement the plan.</p>	<p>\$375,000</p>

###