



# Chicago Metropolitan Agency for Planning

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## MEMORANDUM

**To:** MPO Policy Committee  
**From:** Matt Maloney, Deputy Chief of Staff  
**Date:** May 26, 2011  
**Re:** FY 2012 Unified Work Program

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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.

On March 22, the UWP Committee finalized a proposed FY 2012 Unified Work Program, totaling \$19,820,886. This includes \$15,700,000 in FHWA and FTA regional planning funds and \$4,120,886 in local match funds. The following details the allocation of funding and awarded projects.

On April 26, approval of the FY 2012 UWP was recommended by the Transportation Committee.

**ACTION REQUESTED:** Approval



## UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2012 (FY 12) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,820,886 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 2012 UWP programs \$15,700,000 in FHWA/FTA funds and \$4,120,886 in state or local sources to provide for the necessary matching funds.

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

The FY 12 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2011 through June 30, 2012. The UWP Committee developed the FY12 program based on the UWP funding mark (\$15,700,000 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 largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 12 [regional planning priorities](#) developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a [quantitative scoring process](#) to evaluate project submissions in the competitive round.

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

FY 12 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Will County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

### **Funding by Agency**

Figure 1 shows the share of FY 12 UWP funds programmed to each agency. CMAP is receiving 66.4% of the new FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion

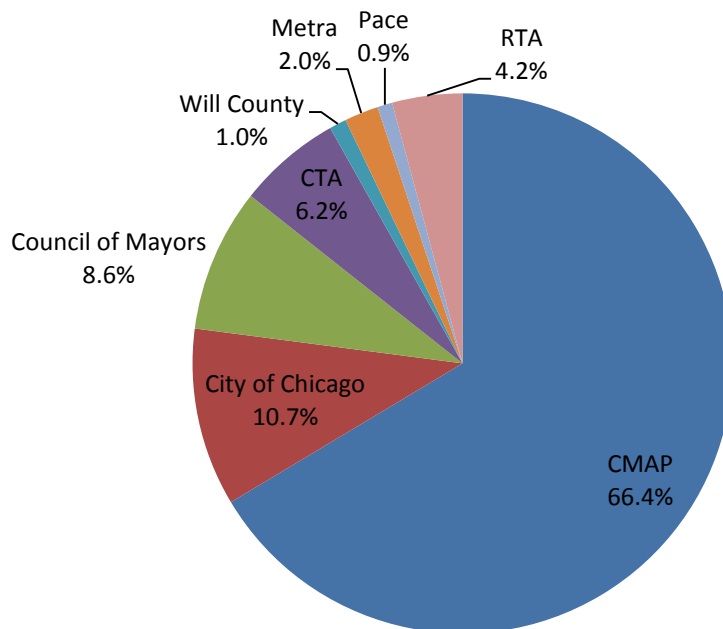
Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, Pace, and RTA are receiving 6%, 2%, 1%, and 4% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA was awarded over \$1 million to advance planning work on the Red Line. The south extension of the Red Line is one of only five major new extension projects in GO TO 2040. The RTA received funding for a mix of technical assistance and technical analysis work, including advancement of a regional interagency fare model, which will investigate the revenue and ridership impacts of a range of potential interagency fare products.

The City of Chicago is receiving 10.7% of the funds for transportation planning and programming, planning phase III of the Chicago Union Station Master Plan (a component of which is the West Loop Transportation Center concept, which is also a major priority project of GO TO 2040), studies on the feasibility of the Far South Railroad relocation and traffic signal systems operations and management.

The Regional Councils of Mayors are receiving 8.6% of the funds. The Council of Mayors Planning Liaison program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Will County is receiving 1% of the funds, for their IL Route 53 Corridor Plan. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the nation's busiest inland port.

**Figure 1: FY 12 UWP- Share of Funds by Agency**



### Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	Total Project Cost	Federal Share	Local Match
<b>CMAP</b>	Communications and Outreach	\$1,461,700	\$1,169,360	\$292,340
<b>CMAP</b>	Congestion Management Process	\$1,251,100	\$1,000,880	\$250,220
<b>CMAP</b>	Data Sharing and Warehousing	\$1,816,000	\$1,452,800	\$363,200
<b>CMAP</b>	Information Technology Management	\$1,411,400	\$1,129,120	\$282,280
<b>CMAP</b>	Local Planning Support	\$1,757,500	\$1,406,000	\$351,500
<b>CMAP</b>	Policy Development	\$2,110,500	\$1,688,400	\$422,100
<b>CMAP</b>	Regional Information and Data Development	\$1,627,000	\$1,301,600	\$325,400
<b>CMAP</b>	Transportation Improvement Program	\$1,597,082	\$1,277,666	\$319,416
<b>CMAP Totals</b>		<b>\$13,032,282</b>	<b>\$10,425,826</b>	<b>\$2,606,456</b>
<b>City of Chicago</b>	City of Chicago Transportation Planning and Programming	\$750,000	\$600,000	\$150,000
<b>City of Chicago</b>	Chicago Union Station Master Plan – Phase III	\$562,500	\$450,000	\$112,500
<b>City of Chicago</b>	Far South Railroad Relocation Feasibility Study	\$562,500	\$450,000	\$112,500
<b>City of Chicago</b>	Chicago Signal Operations and Management Adaptive Signal Control Pooled Fund Study	\$25,000	\$25,000	\$ -

Agency	Project Title	Total Project Cost	Federal Share	Local Match
City of Chicago	Chicago TSM and Signal Interconnect Priority Models	\$185,000	\$148,000	\$37,000
<b>City of Chicago Totals</b>		<b>\$2,085,000</b>	<b>\$1,673,000</b>	<b>\$412,000</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management	\$1,887,354	\$1,348,174	\$539,180
<b>Council of Mayors Totals</b>		<b>\$1,887,354</b>	<b>\$1,348,174</b>	<b>\$539,180</b>
CTA	Program Development	\$200,000	\$160,000	\$40,000
CTA	Red Line Extension – Environmental Impact Statement	\$508,125	\$406,500	\$101,625
CTA	Red and Purple Modernization – Environmental Impact Statement	\$508,125	\$406,500	\$101,625
<b>CTA Totals</b>		<b>\$1,216,250</b>	<b>\$973,000</b>	<b>\$243,250</b>
Metra	Program Development	\$400,000	\$320,000	\$80,000
<b>Metra Totals</b>		<b>\$400,000</b>	<b>\$320,000</b>	<b>\$80,000</b>
Pace	Rideshare Services Program	\$175,000	\$140,000	\$35,000
<b>Pace Totals</b>		<b>\$175,000</b>	<b>\$140,000</b>	<b>\$35,000</b>
RTA	Operating Cost Impacts of Capital Projects	\$150,000	\$120,000	\$30,000
RTA	Regional Interagency Fare Model	\$425,000	\$340,000	\$85,000

<b>Agency</b>	<b>Project Title</b>	<b>Total Project Cost</b>	<b>Federal Share</b>	<b>Local Match</b>
<b>RTA</b>	Transit-Oriented Development Implementation Technical Assistance Program	\$250,000	\$200,000	\$50,000
<b>RTA Totals</b>		<b>\$825,000</b>	<b>\$660,000</b>	<b>\$165,000</b>
<b>Will County</b>	IL Rt. 53 Corridor Plan	\$200,000	\$160,000	\$40,000
<b>Counties Totals</b>		<b>\$200,000</b>	<b>\$160,000</b>	<b>\$40,000</b>
<b>Grand Total</b>		<b>\$19,820,886</b>	<b>\$15,700,000</b>	<b>\$4,120,886</b>

## Brief Synopses of FY 2012 Recommended UWP Projects

<b>Chicago Metropolitan Agency for Planning (CMAP)</b>	<b>Agency Total: \$ 13,032,282</b>
<p><b>Communications and Outreach</b>  <b>Purpose:</b> The GO TO 2040 communications and outreach plan involves ongoing communication and promotion of the plan to key stakeholders and implementing agencies. Building on a successful communications and outreach approach that resulted in the plan's adoption, this task will continue CMAP's efforts to sustain and increase awareness of GO TO 2040's implementation activities.</p>	<b>\$1,461,700</b>
<p><b>Congestion Management Process</b>  <b>Purpose:</b> The CMAP Congestion Management Process (CMP) is a systematic method of managing congestion that provides information on Transportation system performance and on alternatives for alleviating congestion and enhancing mobility. The CMP is required by federal legislation and is governed by federal rules.</p> <p>The CMP is integrated into the transportation development process. Planning, programming and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction.</p>	<b>\$1,251,100</b>
<p><b>Data Sharing and Warehousing</b>  <b>Purpose:</b> This program sustains CMAP's role as the authoritative source of data for planning in our region, as outlined in our enabling legislation. The Metropulse website now serves as the anchor of a data sharing and warehousing program that will serve a wide variety of data needs for local and regional planners.</p>	<b>\$1,816,000</b>
<p><b>Information Technology Management</b>  <b>Purpose:</b> 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, documentation of data library management practices, content management systems for transportation datasets, and a query interface and file transfer protocol to permit analysis and visualization of data.</p>	<b>\$1,411,400</b>
<p><b>Local Planning Support</b>  <b>Purpose:</b> GO TO 2040 supports the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where transportation infrastructure already exists. The plan recommends that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community. This program provides technical assistance to local governments for planning activities that implement GO TO 2040.</p>	<b>\$1,757,500</b>



<p><b>Policy Development</b></p> <p><b>Purpose:</b> GO TO 2040 addresses broad issues of governance and policy, which are equally as important as physical infrastructure to our region's future. The primary goal of this program is to use the agency's vast data resources to generate compelling analyses in subject areas aligning with GO TO 2040. Dissemination of this analysis provides the context for strategic coordination on policy with other organizations, including administrative or legislative action. The main activities include research and analysis, steering GO TO 2040 priorities via the agency's committee structure, legislative analysis, and coordination with other organizations.</p>	<p><b>\$2,110,500</b></p>
<p><b>Regional Information and Data Development</b></p> <p><b>Purpose:</b> This program is based on CMAP's Strategic Plan for Advanced Model Development and the agency's longstanding role in providing regional forecasts and planning evaluations. The major tasks include: advanced urban model development, travel and activity survey, standard travel and emissions modeling, regional analysis inventories, and tracking of GO TO 2040 indicators.</p>	<p><b>\$1,627,000</b></p>
<p><b>Transportation Improvement Program</b></p> <p><b>Purpose:</b> A core federal requirement, the transportation improvement program (TIP) assures all available transportation program funds are expended effectively and on a timely basis, as well as providing the necessary support to project programmers and assuring all federal requirements are satisfied.</p>	<p><b>\$1,597,082</b></p>
<p><b>City of Chicago</b></p>	<p><b>Agency Total: \$2,085,000</b></p>
<p><b>City of Chicago Transportation Planning and Programming</b></p> <p><b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>	<p><b>\$750,000</b></p>

<p><b>Chicago Union Station Master Plan – Phase III</b></p> <p><b>Purpose:</b> Building off of Phase I and Phase II work, the project will continue planning for a West Loop Trans Center and/or alternatives to address future passenger and train capacity needs at Chicago Union Station (CUS). The plans will anticipate leveraging federal interest in improved intercity rail transportation. In Phase I CUS alternatives are being developed; Phase II will develop ped simulation models (for inside &amp; outside CUS) and analyze real estate issues; Phase III will develop a train ops simulation model to assess capacity of alternative station plans.</p>	<p><b>\$562,500</b></p>
<p><b>Far South Railroad Relocation Feasibility Study</b></p> <p><b>Purpose:</b> The UP (Villa Grove Sub) freight railroad operates at-grade from 89th to 116th Street, through several densely populated residential neighborhoods. It has 10 street grade crossings &amp; many unauthorized ped x-ings. Rail traffic is 24 tpd &amp; growing. Project would assess rail line relocation, between 89th &amp; 119th Streets, to the under-utilized but grade-separated CN (along Cottage Grove) + CRL (between 91st/Holland &amp; 94th/Cottage Grv) rail lines. Would require a new railroad flyover bridge to connect CN and CRL tracks, plus related infrastructure improvements.</p>	<p><b>\$562,500</b></p>
<p><b>Chicago Signal Operations and Management Adaptive Signal Control Pooled Fund Study</b></p> <p><b>Purpose:</b> The purpose of this project is to support City of Chicago participation in the proposed Pooled Fund Study titled Traffic Signal systems Operations and Management. The Pooled Fund Study is sponsored by Indiana DOT in support of the Federal Highway Administration (FHWA) “Every Day Counts (EDC)” Program initiative which has identified prioritized Adaptive Signal Control (ASC) as a priority for near-term implementation based on observed and anticipated benefits. (See Transportation Pooled Fund Program Solicitation No. 1296, posted 1/22/2011).</p>	<p><b>\$25,000</b></p>
<p><b>Chicago TSM and Signal Interconnect Priority Models</b></p> <p><b>Purpose:</b> The purpose of this project is: a) to conduct a critical and comparative review of the existing Chicago Traffic Signal Modernization (TSM) Priority Model to identify enhancements and any changes required based on the new 2010 Manual for Uniform Traffic Control Devices (MUTCD), and b) develop and apply a Signal Interconnect Priority Model to identify corridors for signal technology and operational improvements that may include interconnects, signal coordination, Transit Signal Priority (TSP). The focus of this project is to develop and test the technical tools and procedures, and assemble the required data and databases to support CDOT planning functions for signal improvements and signal interconnect corridor investments. Once developed and tested, the tools and procedures would be available for use by other agencies as appropriate.</p>	<p><b>\$185,000</b></p>

<b>Council of Mayors</b>	<b>Agency Total:</b> <b>\$1,887,354</b>
<b>Subregional Planning, Programming and Management (Core)</b> <b>Purpose:</b> The purpose is to provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communications assistance.	<b>\$1,887,354</b>
<b>Chicago Transit Authority (CTA)</b>	<b>Agency Total:</b> <b>\$1,216,250</b>
<b>Program Development</b> <b>Purpose:</b> The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.	<b>\$200,000</b>
<b>Red Line Extension – Environmental Impact Statement</b> <b>Purpose:</b> The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GO TO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).	<b>\$508,125</b>
<b>Red and Purple Modernization – Environmental Impact Statement</b> <b>Purpose:</b> The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. Environmental scoping meetings were conducted in January. The current step in the process is preparation of an Environmental Impact Statement (EIS).	<b>\$508,125</b>

<b>Metra</b>	<b>Agency Total: \$400,000</b>
<p><b>Program Development</b></p> <p><b>Purpose:</b> This program helps facilitate Metra’s efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.</p>	<b>\$400,000</b>
<b>Pace</b>	<b>Agency Total: \$175,000</b>
<p><b>Rideshare Services Program</b></p> <p><b>Purpose:</b> The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. Pace seeks to procure a new software that meets the benchmarks of nationally recognized rideshare programs and provides users with a better experience, in lieu of technological advancements in software products available.</p>	<b>\$175,000</b>
<b>RTA</b>	<b>Agency Total: \$825,000</b>
<p><b>Operating Cost Impacts of Capital Projects</b></p> <p><b>Purpose:</b> The purpose of the program is to develop a standard methodology for estimating the operating cost impacts of capital projects to assist in comparison of projects for initial project evaluation and screening. Consider the varying ways a project can impact operations such as cost savings, productivity and quality improvements, and ridership and revenue growth. Develop an automated model with a set of standardized spreadsheets to estimate impacts for different types of projects that all project managers can use.</p>	<b>\$150,000</b>
<p><b>Regional Interagency Fare Model</b></p> <p><b>Purpose:</b> The RTA is seeking to develop an interagency fare model that will be utilized as a predictive tool to investigate the revenue and ridership impacts of a range of potential interagency fare products. The RTA is seeking consultant services to develop a disaggregate elasticity based model to analyze the impacts of alternative interagency fare products and policies and their associated pricing options.</p>	<b>\$425,000</b>

<p><b>Transit-Oriented Development Implementation Technical Assistance Program</b></p> <p><b>Purpose:</b> The RTA will provide technical assistance on transit-oriented development implementation to local governments that have completed and adopted transit-oriented development plans through the RTA's Community Planning and Subregional Planning programs (approximately 70). This work will support the CMAP GO TO 2040 Plan's emphasis on providing targeted technical assistance to local governments and will supplement CMAP's technical assistance efforts through the Local Technical Assistance Program.</p>	<p><b>\$250,000</b></p>
<p><b>Will County</b></p>	<p><b>Agency Total: \$200,000</b></p>
<p><b>IL Rt. 53 Corridor Plan</b></p> <p><b>Purpose:</b> The project will produce a multijurisdictional plan for the Illinois Route 53 Corridor through Will County. This plan will focus on the identification and recommendation of appropriate land uses and transportation initiatives that will promote livability and economic sustainability principles within the Nation's busiest inland port. This project will look at what is necessary to integrate the Nation's busiest inland intermodal center with the rest of Will County's attributes.</p>	<p><b>\$200,000</b></p>

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