



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

Date: June 3, 2010

From: Matt Maloney, Senior Manager-Program and Policy Development

Re: FY 2011 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.

On April 13, the UWP Committee finalized a proposed FY 2011 Unified Work Program, totaling \$19,878,431. This includes \$15,783,131 in FHWA and FTA regional planning funds and \$4,095,300 in local match funds. The program was released for a period of public comment from April 22 to May 7. No comments were received. On May 12, 2010, the Programming Coordinating Committee recommended approval of the FY 2011 UWP to the CMAP Board. The following executive summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2011 (FY11) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$19,878,431 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 2011 UWP programs \$15,783,131 in FHWA/FTA funds and \$4,095,300 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 FY11 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2010 through June 30, 2011. The UWP Committee developed the FY11 program based on the UWP funding mark (\$15,783,131 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 is submitted to CMAP's Transportation Committee, which makes recommendations to the MPO Policy Committee and CMAP Board for approval. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

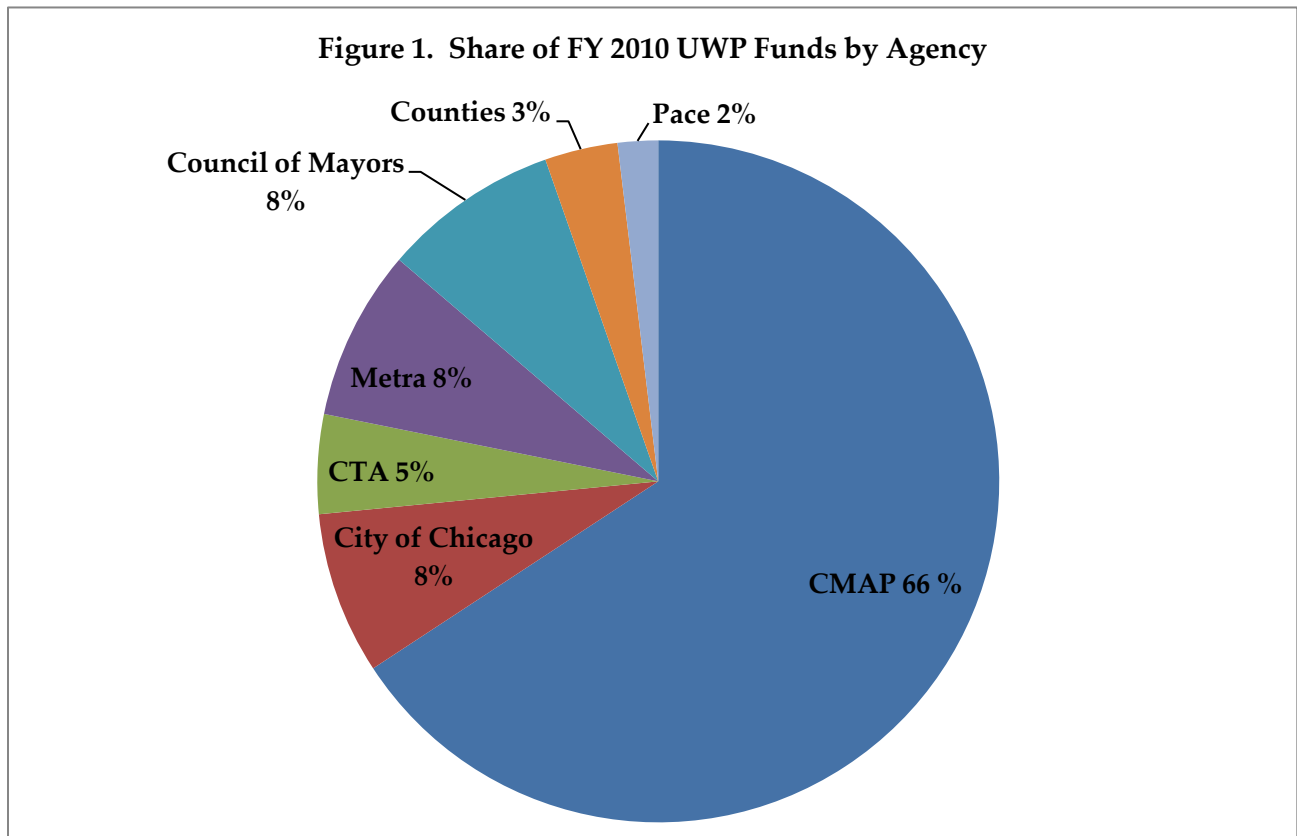
FY 11 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Metra, Pace, the Regional Councils of Mayors, Lake County, and McHenry County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with 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 11 UWP funds programmed to each agency. CMAP is receiving 66% of the new FHWA PL and FTA section 5303 funds to finalize the region's long range plan *GO TO 2040*, help implement the recommendations of the plan, 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 5%, 8%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 8% of the funds for transportation planning and programming and planning phase 2 of the West Loop Transportation Center. The Regional Councils of Mayors are receiving 8% of the funds 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 McHenry Counties are receiving 3% of the funds. McHenry County is funded to develop the public involvement portion of their long range transportation plan while Lake County is funded to work collaboratively with Pace to conduct a market analysis of the county's fixed route system bus service.



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

<i>Agency</i>	<i>Project Title</i>	<i>FTA</i>	<i>FHWA</i>	<i>Local Match</i>	<i>Total</i>
CMAP	GO TO 2040		620,070	155,018	775,088
CMAP	Local Planning Support		1,342,390	335,597	1,677,987
CMAP	Regional Information and Data Development	1,200,000	282,564	370,641	1,853,205
CMAP	Policy Environment		2,922,056	730,514	3,652,570

Table 1: Summary of UWP Projects and Budgets by Recipient Agency					
<i>Agency</i>	<i>Project Title</i>	<i>FTA</i>	<i>FHWA</i>	<i>Local Match</i>	<i>Total</i>
CMAP	Transportation Improvement Program		1,332,111	333,028	1,665,139
CMAP	Congestion Management Process		992,718	248,179	1,240,897
CMAP	Information Technology Management		1,367,923	341,981	1,709,904
CMAP	Livable Communities Technical Assistance Program		397,936	99,484	497,420
	CMAP Total	1,200,000	9,257,768	2,614,442	13,072,210
CTA	Program Development	310,464		77,616	388,080
CTA	Pedestrian Modeling for CTA Facilities	80,640		20,160	100,800
CTA	Service Change Elasticities	34,560		8,640	43,200
CTA	Update Fares Modeling Capability	288,000		72,000	360,000
CTA	Updating System Annual Ridership Forecasting Model	35,328		8,832	44,160
	CTA Total	748,992	-	187,248	936,240
City of Chicago	City of Chicago Transportation Planning and Programming		800,000	200,000	1,000,000
City of Chicago	West Loop Terminal Plan Phase II	425,000		106,250	531,250
	City of Chicago Total	425,000	800,000	306,250	1,531,250
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,211,131	452,300	1,663,431
	Council of Mayors Total		1,211,131	452,300	1,663,431
McHenry County	McHenry County Long-Range Transportation Plan		200,000	50,000	250,000
	Counties Totals	-	200,000	50,000	250,000
Metra	Program Development	320,000		80,000	400,000
Metra	Origin-Destination Survey	512,400		128,100	640,500
Metra	Station/Train Boarding and Alighting Count	453,840		113,460	567,300
	Metra Totals	1,286,240	-	321,560	1,607,800

Table 1: Summary of UWP Projects and Budgets by Recipient Agency					
<i>Agency</i>	<i>Project Title</i>	<i>FTA</i>	<i>FHWA</i>	<i>Local Match</i>	<i>Total</i>
Pace/Lake County	Lake County Market Analysis	350,000		87,500	437,500
Pace/Village of Niles	Niles Circulator Modernization	304,000		76,000	380,000
	Pace Totals	654,000	-	163,500	817,500
	FY 11 UWP Total	\$4,314,232	\$11,468,899	\$4,095,300	\$19,878,431

Funding by Program Category

The FY 2011 UWP is divided into six major program categories, which are briefly described below. Figure 2 shows the allocation of total FY 2011 UWP funds by category, and table 2 shows how each project breaks out by 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

This program category comprises the research, analysis, and regional coordination necessary to produce the region's long range regional transportation plan (RTP). This process is led by CMAP, but other recipient agencies also contribute staff resources. The 2030 RTP (*Shared Path 2030*) was adopted by the MPO in October 2003 and made SAFETEA-LU compliant in June of 2007. A draft of the region's new comprehensive plan, *GO TO 2040*, which comprises the 2040 RTP, was completed in June 2010. The final plan is expected to be complete in October 2010. The budget for this program category totals \$2,527,803, or 13% of the total UWP.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this program category totals \$2,758,636, or 14% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region, and respond to requests for information, reports and data. The regional agencies continually work to expand and improve their public involvement efforts. Public involvement activities for the upcoming regional comprehensive plan *GO TO 2040* fall within this category. The budget for this category totals \$2,869,615, or 14% 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 \$3,833,867, 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, and to see that environmental and other issues are properly addressed in the region's transportation plan. The budget for this category totals \$2,490,191, or 13% of the total UWP.

6. Subregional and Project Specific Studies

The projects in this category comprise the development of transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$5,398,319, or 27% of the total UWP.

Figure 2: Share of FY 11 Funds by Category

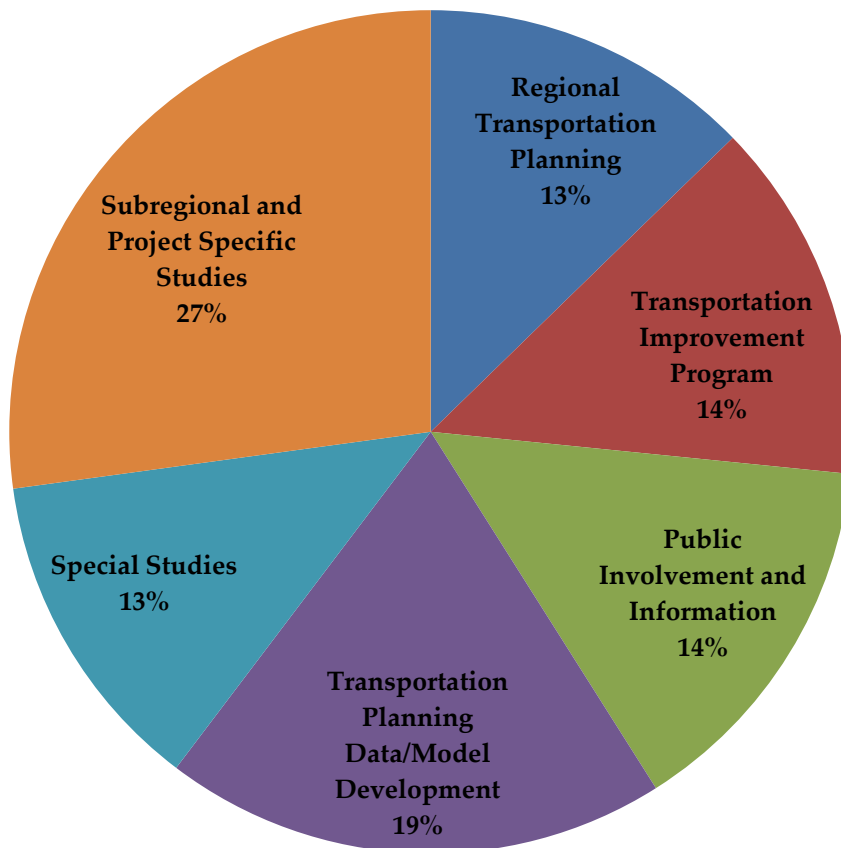


Table 2: Summary of UWP Projects by Program Category

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			<i>Regional Transportation Planning</i>	<i>Transportation Improvement Program</i>	<i>Public Involvement and Information</i>	<i>Trans. Planning Data/Model Development</i>	<i>Special Studies</i>	<i>Subregional and Project Specific Studies</i>
CMAP	GO TO 2040	775,088	275,088		500,000			
CMAP	Transportation Improvement Program	1,665,139		1,332,112	333,027			
CMAP	Local Planning Support	1,677,987			200,000			1,477,987
CMAP	Regional Information and Data Development	1,853,205	185,321		185,321	1,482,564		
CMAP	Congestion Management Process	1,240,897	124,090		62,045		1,054,762	
CMAP	Policy Environment	3,652,570	913,143		182,629		1,095,771	1,461,028
CMAP	Information Technology Management	1,709,904	427,476	170,990	170,990	512,971	256,486	170,990
CMAP	Livable Communities Technical Assistance Program	497,420						497,420
CTA	Program Development	388,080	50,000	182,848	155,232			

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			<i>Regional Transportation Planning</i>	<i>Transportation Improvement Program</i>	<i>Public Involvement and Information</i>	<i>Trans. Planning Data/Model Development</i>	<i>Special Studies</i>	<i>Subregional and Project Specific Studies</i>
CTA	Pedestrian Modeling for CTA Facilities	100,800						100,800
CTA	Service Change Elasticities	43,200				43,200		
CTA	Update Fares Modeling Capability	360,000				360,000		
CTA	Updating System Annual Ridership Forecasting Model	44,160				44,160		
City of Chicago	City of Chicago Transportation Planning and Programming	1,000,000	100,000	500,000	100,000			300,000
City of Chicago	West Loop Terminal Plan Phase II	531,250			100,000			431,250

Agency	Project	Total Project Cost	Amount of Total Cost Dedicated to:					
			<i>Regional Transportation Planning</i>	<i>Transportation Improvement Program</i>	<i>Public Involvement and Information</i>	<i>Trans. Planning Data/Model Development</i>	<i>Special Studies</i>	<i>Subregional and Project Specific Studies</i>
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,663,431	332,686	332,686	665,372	83,172	83,172	166,343
McHenry County	McHenry County Long-Range Transportation Plan	250,000			175,000			75,000
Metra	Program Development	400,000	120,000	240,000	40,000			
Metra	Origin-Destination Survey	640,500				640,500		
Metra	Station/Train Boarding and Alighting Count	567,300				567,300		
Pace/Lake County	Lake County Market Analysis	437,500				100,000		337,500
Pace/Village of Niles	Niles Circulator Modernization	380,000						380,000
Total		\$19,878,431	\$2,527,803	\$2,758,636	\$2,869,615	\$3,833,867	\$2,490,191	\$5,398,319
% of Total			13%	14%	14%	19%	13%	27%

Brief Synopses of FY 2011 Recommended UWP Projects	
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$ 13,072,210
<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, freight analysis and planning, bicycle and pedestrian policies, transportation system performance monitoring, data collection and monitoring, and the creation of a Regional Transportation Operations Coalition (RTOC), a new institutional forum to address regional operations.</p>	\$1,240,897
<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, 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>	\$1,709,904
<p>GO TO 2040 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. Major tasks include continuing public and stakeholder engagement on draft plan (began in FY 2010) and modifying the plan as necessary based on comments; developing materials to communicate plan recommendations and priorities to the general public, elected officials, and other key stakeholder groups; receiving approval from Board and MPO Policy Committee for <i>GO TO 2040</i>; completing graphic design and release final plan and supporting documents; and initiating implementation.</p>	\$775,088
<p>Local Planning Support Purpose: <i>GO TO 2040</i> 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 will recommend 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 includes technical assistance, research, and outreach, primarily to local governments, about these topics.</p>	\$1,677,987
<p>Policy Environment Purpose: <i>GO TO 2040</i>'s approach in this area is to support activities that create a favorable policy environment for sustainable prosperity and regional job growth. Some of the major policy areas to be addressed in this program include transportation finance and tax policy, the relationship between transportation and the regional economy, data sharing, and intergovernmental coordination. An important role for CMAP is to address these broader</p>	\$3,652,571

Brief Synopses of FY 2011 Recommended UWP Projects	
policy issues by providing data and tracking key indicators, to be used to measure how well the plan is meeting its goals.	
<p>Regional Information and Data Development</p> <p>Purpose: Our region relies on a strong infrastructure system for its future prosperity and livability. <i>GO TO 2040's</i> overall approach in this area is to prioritize infrastructure investments, including both "gray" and "green" infrastructure, to gain the most long-term benefit. Prioritization requires building CMAP's modeling capacity to respond to an expanded array of recommended policy and planning strategies under consideration. It also requires CMAP's ability to maintain high quality data sets.</p>	\$1,853,205
<p>Transportation Improvement Program</p> <p>Purpose: 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>	\$1,665,139
<p>Livable Communities Technical Assistance Program</p> <p>Purpose: This program will provide grants to local governments to undertake planning activities that integrate land use, transportation, and housing, and that support livability. These grants will be available for updates and reviews of zoning ordinances, parking requirements, and other development regulations, rather than just the preparation of plans. This has been identified as a gap in the region's planning- while many communities have good plans, their ordinances do not always correspond to them.</p>	\$497,420
Chicago Transit Authority (CTA)	Agency Total: \$936,240
<p>Program Development</p> <p>Purpose: This project 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 developing CTA's capital programs for inclusion in the five-year regional TIP and identify and analyze potential capital projects for funding eligibility.</p>	\$388,080
<p>Pedestrian Modeling for CTA Facilities</p> <p>Purpose: This project will study pedestrian movement through proposed station designs to enhance access and egress for customers. Potential choke points will be analyzed and equipment and facilities will be studied to improve efficiency and analyze emergency evacuations. The project will analyze high volume stations like the proposed replacement help plan for larger than normal crowds that can be expected from special events.</p>	\$100,800
<p>Service Change Elasticities</p> <p>Purpose: CTA service cuts implemented in 2010 included frequency reduction on 119 bus routes and 7 rail lines; span reduction on 41 bus routes; and elimination of 9 express bus routes. This project will study the ridership impact of these service cuts with respect to bus</p>	\$43,200

Brief Synopses of FY 2011 Recommended UWP Projects	
and rail, peak and off peak, weekday and weekend. Riders' response with respect to different routes will also be studied and documented. Schedule and ridership data from before and after cuts will be used to calculate service elasticities for future service planning and restructuring.	
<p>Update Fares Modeling Capability Purpose: The purpose of this project is to increase CTA's understanding of customers' sensitivity to fare changes while taking into consideration key factors that may impact price elasticity such as rider type (choice vs. transit dependent), trip type (commute vs non-commute) and transit type (rail vs. bus); update the current fares model with new elasticities and fare structure; provide CTA with capability to make future modifications to the fares model to allow for quick analysis of the impacts of potential changes to the fare structure.</p>	\$360,000
<p>Updating System Annual Ridership Forecasting Model Purpose: CTA projects system ridership annually for budget purposes using an in house ridership model. The model takes into account factors like regional employment, fuel costs, transit fare and service availability. This project includes researching other variables that might have an impact on ridership; updating and redeveloping the current model using more recent data on selected variables; restructuring the model to generate results in the current reporting format and to facilitate future updates.</p>	\$44,160
Chicago Department of Transportation (CDOT)	Agency Total: \$ 1,531,250
<p>City of Chicago Transportation Planning and Programming Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>	\$1,000,000
<p>West Loop Terminal Area Plan Phase II Purpose: The project will continue planning for the West Loop Transportation Center (WLTC) and other alternatives to address both passenger and train operations capacity needs at Chicago Union Station (CUS) in future years. The project is timely because of federal high-speed rail initiatives and ARRA and State funding for intercity rail expansion. In Phase I, alternatives are being developed to address future capacity needs, including refinement of the WLTC concept. In Phase II, simulations will be carried to test and evaluate each of these alternatives.</p>	\$531,200

Brief Synopses of FY 2011 Recommended UWP Projects	
Regional Council of Mayors	Agency Total: \$1,663,431
<p>Subregional Planning, Programming and Management Purpose: The purpose of this project 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. The project will support the Council of Mayors by providing STP and CMAQ program development and monitoring, general liaison services, technical assistance and communications assistance. The project will also provide communication to and between the regional councils and CMAP and to provide for local participation in activities related to the regional focus areas.</p>	\$1,663,431
Lake County/Pace	Agency Total: \$437,500
<p>Lake County Transportation Market Analysis Purpose: The purpose of this project is to conduct a market analysis of Lake County fixed route bus services. The study will support a comprehensive market assessment including, detailed information on socioeconomic status, travel patterns, attitudes towards everyday travel, and preferences of different type of travel service, travel and mode choice behavior of a culturally diverse population. This will be a collaborative effort with Pace to develop a plan to restructure its inherited fixed route bus system. Providing residents and businesses with expanded options to get to and from home and work as well as to and from cultural, educational and recreational destinations is one of the action items identified in the County's strategic goal to reduce congestion and improve transportation systems in Lake County.</p>	\$437,500
McHenry County	Agency Total: \$250,000
<p>McHenry County Long-Range Transportation Plan Purpose: Long-Range Transportation Plan with major tasks that include developing a Public Involvement Plan. The first step will be to detail the approaches, tools, and materials required. It will also be important to put together a detailed time line of activities taking into account County Board activities, including: developing and maintaining project website; managing innovative student outreach campaign; forming stakeholder groups; conducting five public involvement charettes; conducting six County Board district member Charettes; conducting two series of five public involvement draft plans; and conducting five public hearings.</p>	\$250,000
Metra	Agency Total: \$1,607,800
<p>Program Development Purpose: The purpose is program development of capital transit planning and administration. Major tasks include providing multijurisdictional transit planning, addressing regional transportation improvement, providing safety and security planning,</p>	\$400,000

Brief Synopses of FY 2011 Recommended UWP Projects	
monitoring a fiscally constrained TIP, addressing congestion mitigation and serving as an outlet for proactive public participation.	
<p>Origin-Destination Survey Purpose: The survey would update the existing (2006, 2002) data on Metra riders' modes of access to and egress from all 240 Metra non-downtown year-round stations; locations of Metra riders' homes ("productions") and non-home destinations ("attractions"); Metra riders' trip purposes, and usage of different ticket types, concurrently with Metra "Station/Train Boarding and Alighting Counts" data-collection project.</p>	\$400,000
<p>Station/Train Boarding and Alighting Count Purpose: This project will measure weekday passenger use at the rail station/train level, complementing other regularly collected ridership data which are at more aggregate levels of detail. An outside contractor would be engaged to conduct the count of passengers boarding and alighting each weekday train at each station for an entire rail line's schedule of service. All trains would be covered on most lines in a single day, limited to Tuesdays, Wednesdays or Thursdays. The entire system would be counted in about a 10-week period. On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors. Counts are taken on-board, with survey personnel placed at each rail car door. Metra staff would provide pre-printed survey forms, and would validate, collate, and report on the data. (This proposal does not contemplate counting on weekends.)</p>	\$567,300
Pace/Village of Niles	Agency Total: \$380,000
<p>Niles Circulator Modernization Purpose: This project will modernize the Niles Circulators (Pace routes 411, 412, 413) so that they better serve the travel needs of the Village of Niles and support the Milwaukee Arterial Bus Rapid Transit (ART) service by functioning as its feeder service. The Milwaukee Arterial Rapid Transit service and the modernized Niles Circulators is planned to start operating at the same time, approximately in the beginning of 2012.</p>	\$380,000

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