



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Programming Coordinating Committee

Date: May 5, 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 UWP Committee recommends this program for a period of public comment, lasting from April 22 to May 7. The following details the allocation of funding and awarded projects.

ACTION REQUESTED: Recommend approval to CMAP Board and MPO Policy Committee.

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.

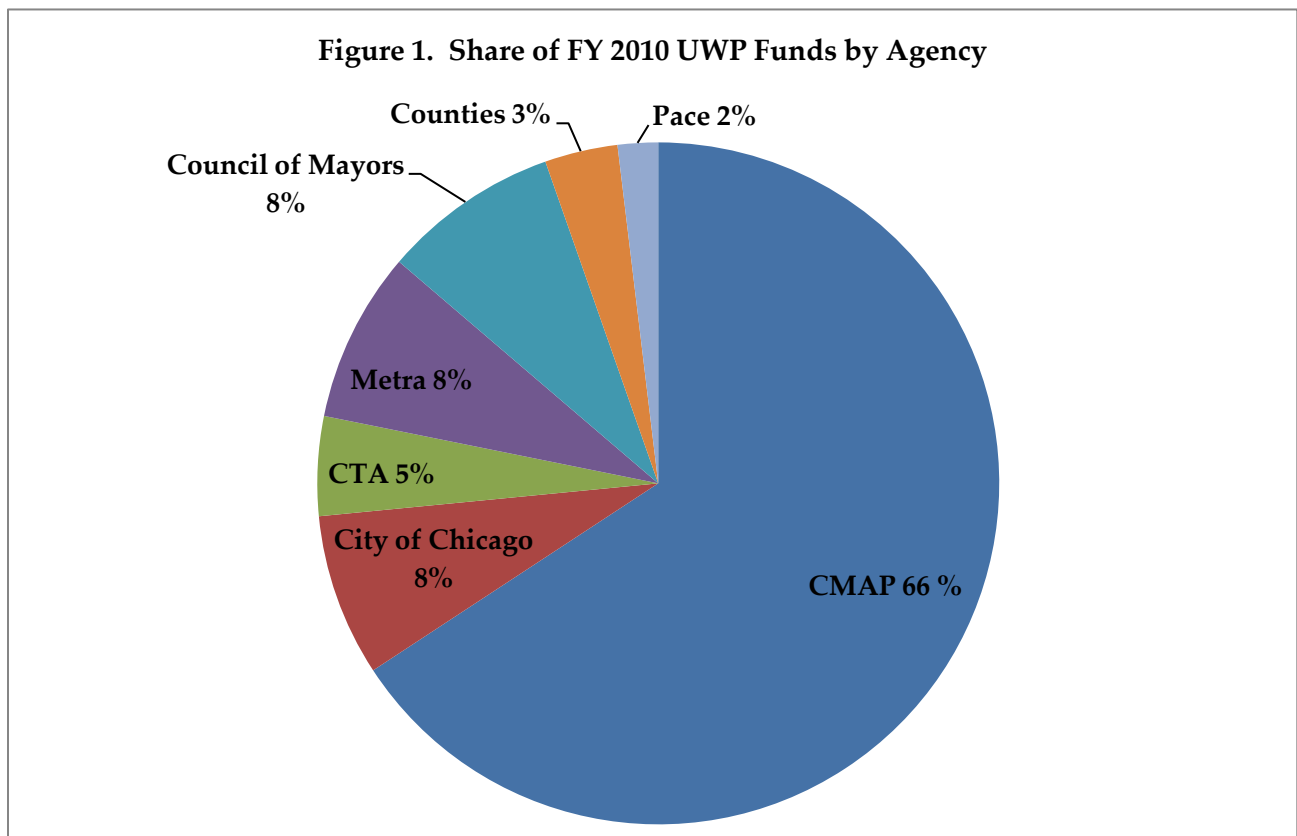
FY 11 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Metra, Pace, the Regional Councils of Mayors, Lake County, and McHenry County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with 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:

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	Total Project Cost	Federal Share	Local Match
CMAP	Congestion Management Process	\$895,969	\$716,775	\$179,194
CMAP	Information Technology Management	\$1,320,023	\$1,056,018	\$264,005
CMAP	GO TO 2040	\$819,422	\$655,538	\$163,884
CMAP	GO TO 2040 Implementation: Local Infrastructure	\$1,815,811	\$1,452,649	\$363,162

Agency	Project Title	Total Project Cost	Federal Share	Local Match
CMAP	GO TO 2040 Implementation: Policy Environment	\$3,690,681	\$2,952,545	\$738,136
CMAP	GO TO 2040 Implementation: Regional Infrastructure	\$2,783,439	\$2,226,751	\$556,688
CMAP	Transportation Improvement Program	\$1,249,445	\$999,556	\$249,889
CMAP	Livable Communities Technical Assistance Program	\$497,420	\$397,936	\$99,484
CMAP Totals		\$13,072,210	\$10,457,768	\$2,614,442
City of Chicago	City of Chicago Transportation Planning and Programming	\$1,000,000	\$800,000	\$200,000
City of Chicago	West Loop Terminal Plan Phase II	\$531,250	\$425,000	\$106,250
City of Chicago Totals		\$1,531,250	\$1,225,000	\$306,250
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core)	\$1,383,306	\$1,007,131	\$376,175
Council of Mayors	Subregional Transportation Planning, Programming and Management (Discretionary)	\$280,125	\$204,000	\$76,125
Council of Mayors Totals		\$1,663,431	\$1,211,131	\$452,300
CTA	Program Development	\$388,080	\$310,464	\$77,616
CTA	Pedestrian Modeling for CTA Facilities	\$100,800	\$80,640	\$20,160
CTA	Service Change Elasticities	\$43,200	\$34,560	\$8,640
CTA	Update Fares Modeling Capability	\$360,000	\$288,000	\$72,000
CTA	Updating System Annual Ridership Forecasting Model	\$44,160	\$35,328	\$8,832
CTA Totals		\$936,240	\$748,992	\$187,248
Lake County/Pace	Lake County Transportation Market Analysis	\$437,500	\$350,000	\$87,500
McHenry County	McHenry County Long-Range Transportation Plan	\$250,000	\$200,000	\$50,000
Counties Totals		\$687,500	\$550,000	\$137,500
Metra	Program Development	\$400,000	\$320,000	\$80,000
Metra	Origin-Destination Survey	\$640,500	\$512,400	\$128,100
Metra	Station/Train Boarding and Alighting Count	\$567,300	\$453,840	\$113,460
Metra Totals		\$1,607,800	\$1,286,240	\$321,560
Pace/Village of Niles	Niles Circulator Modernization	\$380,000	\$304,000	\$76,000
Pace Totals		\$380,000	\$304,000	\$76,000
Grand Total		\$19,878,431	\$15,783,131	\$4,095,300

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>	\$895,969
<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>	\$1,320,023
<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>	\$819,422
<p>GO TO 2040 Implementation: Local Infrastructure 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>	\$1,815,811
<p>GO TO 2040 Implementation: Policy Environment Purpose: <i>GO TO 2040's</i> 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</p>	\$3,690,681

<p>and the regional economy, data sharing, and intergovernmental coordination. An important role for CMAP is to address these broader policy issues by providing data and tracking key indicators, to be used to measure how well the plan is meeting its goals.</p>	
<p>GO TO 2040 Implementation: Regional Infrastructure 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>	\$2,783,439
<p>Transportation Improvement Program 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>	\$1,249,445
<p>Livable Communities Technical Assistance Program 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
<p>Chicago Department of Transportation (CDOT)</p>	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</p>	\$531,200

concept. In Phase II, simulations will be carried to test and evaluate each of these alternatives.	\$531,200
Metra	Agency Total: \$1,607,800
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, monitoring a fiscally constrained TIP, addressing congestion mitigation, and serving as an outlet for proactive public participation.	\$400,000
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 .	\$640,500
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.)	\$567,300
Chicago Transit Authority (CTA)	Agency Total: \$936,240
Program Development 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.	\$388,080
Pedestrian Modeling for CTA Facilities Purpose: This project will study pedestrian movement through proposed station designs to enhance access and egress for customers. Potential choke	\$100,800

<p>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 stations in the Loop. The project will study varying levels of demand, and will be used to help plan for larger than normal crowds that can be expected from special events.</p>	
<p>Service Change Elasticities 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 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>	\$43,200
<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
Regional Council of Mayors	Agency Total: \$1,663,431
<p>Subregional Planning, Programming and Management (Core) 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 also support the Council of Mayors by providing STP and CMAQ program development and monitoring, general liaison services, technical assistance and communications assistance.</p>	\$1,383,306
<p>Subregional Planning, Programming and Management (Discretionary) 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 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>	\$280,125

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
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 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
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.</p> <p>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