



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Programming Committee

Annotated Agenda

Wednesday, May 10, 2017

8:00 a.m.

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- | | | |
|------------|--|-----------|
| 1.0 | Call to Order | 8:00 a.m. |
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| 2.0 | Agenda Changes and Announcements | |
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| 3.0 | Approval of Minutes – March 8, 2017
ACTION REQUESTED: Approval | |
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| 4.0 | Local Technical Assistance Program Update and Call for Projects Symposium
CMAP Staff will update the committee on the upcoming call for new Local Technical Assistance (LTA) Projects Symposium to be held on May 16 at Roosevelt University. Committee members are encouraged to spread the word about the event. Staff will also report on implementation efforts to pair LTA recipients with other sources of implementation funding assistance.
ACTION REQUESTED: Information | |
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| 5.0 | LTA Project: City of Aurora
City of Aurora and CMAP Staff will update the committee on the Aurora Downtown Plan , which is nearing completion.
ACTION REQUESTED: Information | |
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| 6.0 | State Legislative Update
Staff will update the committee on relevant legislative activities and the bills that we are monitoring based on our State Legislative Principles and Agenda .
ACTION REQUESTED: Discussion | |
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| 7.0 | Transit Asset Condition Targets
Recent Federal Transit Administration rules require MPOs to establish annual targets for transit asset condition. Staff will present proposed regional targets for transit asset condition for the end of | |

calendar year 2017 based on the four performance measures in the Federal Transit Administration's final asset management rule and ask the Programming Committee to recommend approval to the MPO Policy Committee at its June 8 meeting.

ACTION REQUESTED: Approval

8.0 2018 Unified Work Program (UWP)

Staff will present the proposed FY 2018 UWP. Staff will ask the Programming Committee to approve a recommendation to the MPO Policy Committee at its June 8 meeting.

ACTION REQUESTED: Approval

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

11.0 Next Meeting – October 11, 2017

12.0 Adjournment

Committee Members:

___ Rita Athas (chair)	___ Sis Killen	___ Peter Silvestri
___ Matt Brolley	___ Judith Kossy	___ Peter Skosey
___ Sheri Cohen	___ John Noak	___ William Rodeghier
___ Franco Coladipietro	___ Heather Tabbert	___ Sean Wiedel
___ Nancy Firfer		



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Programming Committee

DRAFT Minutes

Wednesday, March 8, 2017

DuPage County Conference Room
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Chicago, Illinois

Members Present: Rita Athas (Chair, CMAP Board), Matt Brolley (CMAP Board), Sheri Cohen (Human and Community Development Committee), Nancy Firfer (Housing Committee), Sis Killen (Transportation Committee), Judith Kossy (Economic Development Committee), William Rodeghier (CMAP Board), Kristi DiLaurentiis (Land Use Committee), Sean Wiedel (Environment and Natural Resources Committee)

Members Absent: Peter Silvestri, John Noak, Peter Skosey, Heather Tabbert, Franco Coladipietro

Staff Present: Jason Navota (staff liaison for PC), Jesse Elam (staff liaison for PC), , Bob Dean, Nora Beck, Melissa Porter, Joe Szabo, Tom Kotarac, Simone Weil, Ross Patronskey

Others Present: Charlotte Obodzinski (Pace), Steve Mannella (Metra), Tom Kelso (IDOT), Mark Pitstick (RTA), Pat Knapp (KKCOM), Jackie Forbes (KKCOM)

1.0 Call to Order

Rita Athas, chair, called the meeting to order at approximately 8:00 a.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes – January 11, 2016

Approved

4.0 State Legislative Update

Simone Weil update the committee on relevant legislative activities and the bills that we are monitoring based on our State Legislative [Principles](#) and [Agenda](#). Staff is tracking bills related to transportation revenues, I-55 managed lanes, government

transparency/efficiency, government consolidation, and stormwater. DeLaurentiis corrected the legislative materials to state that Representative Reidy is from Hazelcrest.

5.0 Local Technical Assistance Program, Call for Projects and Project Implementation

CMAP Staff updated the committee on the upcoming call for new Local Technical Assistance (LTA) projects, and as well as ideas to improve implementation of completed projects with supportive small grants from CMAP. Athas asked how the Call for Projects is disseminated, and Bob replied that CMAP uses various means, including weekly updates as well as direct outreach to communities and other potential applicants. DeLaurentiis inquired about local match requirements, which are 5-20% of the project's anticipated cost. Regarding implementation, Killen asked how projects would be selected, and Dean replied that it would be open to all, and that communities in need would be given strong consideration. Athas asked about progress on project implementation so far, and Dean replied that local commitment is the single most important factor for project implementation success. DeLaurentiis suggested prioritizing projects that are innovative in nature.

6.0 I-90 Express Bus: A CMAQ funded project

PACE staff presented information on the I-90 Bus Rapid Transit project, which was partially funded by CMAQ funds. Pace staff detailed the partnership with the Illinois Tollway that made the project possible, using the inside flex lane on the rebuilt Jane Addams Tollway. Athas and Cohen inquired about similarities to the I-55 project, which is different due to the lane configuration and the need for buses to use the I-55 inside shoulder. Several committee members spoke highly of the Tollway and Pace as well as other partners like IDOT and Cook County in cooperating to quickly move the project forward.

7.0 Planning for Stormwater Management and Urban Flooding

Nora Beck presented an overview of the approach being developed to assess urban flood risk in the region's communities, as well as to identify areas of the region facing urban flooding challenges. Firfer asked whether the pilot work in North Cook communities would be integrated into the comprehensive plan, which Beck answered would be the case.

8.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

Ross Patronsky presented the semiannual GO TO 2040/TIP conformity analysis and TIP amendments, and asked for Committee approval and recommendation that the CMAP Board approve. Rodeghier moved to approve, Killen seconded.

9.0 Other Business

There was no other business brought for discussion.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

June 14, 2017

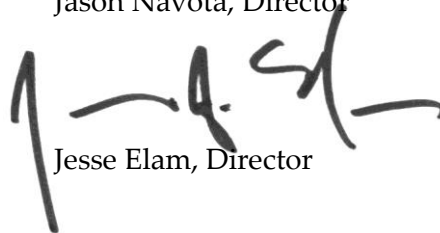
12.0 Adjournment

Meeting adjourned at 9:00 am.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jason Navota". The signature is fluid and cursive, with a large loop at the beginning.

Jason Navota, Director

A handwritten signature in black ink, appearing to read "Jesse Elam". The signature is more angular and less cursive than the one above, with a prominent vertical stroke on the left.

Jesse Elam, Director



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: May 3, 2017

Re: State Legislative Update

Since the last CMAP Board meeting, the State of Illinois has made little headway in passing a complete budget, while the bill backlog stands at \$11.6 billion. The deadline for bills to be passed out of their chamber of origin or receive an extension has passed. Staff continues to track and analyze bills with particular relevance to CMAP. Legislation in this memorandum affects CMAP's 2017 State Legislative [Principles](#) and [Agenda](#), or is of interest to CMAP and its partners.

Included in this memorandum is an updated list of Board-supported bills and their positions in the legislative process, as well as two new bills for consideration—SB1029, a bill to maintain and enhance Illinois' natural areas, and SB520, a bill that authorizes continued appropriations for all federal funds to state agencies and partners. Additionally, HB2538, which amends the Regional Planning Act, has been assigned to the Government Reform committee in the Senate.

Staff is not recommending any position changes other than support for SB1029 and SB520. The bills listed contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater and natural areas, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit.

ACTION REQUESTED: Discussion

May 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Stormwater management	**NEW** SB1337 HB2756	<p>Sen. Sue Rezin (R-Peru) Rep. Mike Fortner (R-West Chicago)</p> <p>SB1337—which was originally filed as SB1507—and its companion bill in the house, HB2756, amend the stormwater management sections of county codes to account for urban flooding, prioritize green infrastructure solutions, and provide grants for stormwater management. The bill also gives stormwater management authority to counties outside the CMAP region.</p> <p>CMAP supports the legislation because it aligns with GO TO 2040 and current program areas in stormwater management by providing communities with tools to mitigate flooding and manage stormwater.</p>	<p>3/10/2017 Senate Third reading <i>(Extension granted until May 31)</i></p> <p>3/23/2017 House Third Reading— <i>Passed (100-011-000)</i></p>	Support
PURSUE COORDINATED INVESTMENTS				
Natural area stewardship	SB1029	<p>Sen. Jason Barickman (R-Bloomington)</p> <p>SB1029 creates the Illinois Land Conservation and Stewardship Grant Program and authorizes the Illinois Department of Natural Resources to make grants for stewardship of natural areas across Illinois using money in the Natural Areas Acquisition Fund. IDNR can grant these funds to conservation organizations to provide basic maintenance and stewardship to open areas.</p> <p>Although the original bill included language that would allow IDNR to grant money for natural area acquisitions throughout Illinois, staff still recommends the Board support SB1029 because it meets three critical conservation goals of GO TO 2040: the bill</p>	<p>4/27/2017 Senate Third reading <i>Passed Environment & Conservation Committee</i></p>	Recommend Support

Subject	Bill	Summary	Status	Agency Position
		protects conservation funds from agency sweeps, builds capacity in private conservation organizations, and provides funding for stewardship of vital natural areas.		
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	HB496	<p>Rep. Tom Demmer (R-Dixon) Sen. Thomas Cullerton (D-Villa Park)</p> <p>Provides a dissolution process for a single township that exists within a coterminous municipality. Currently, only Evanston, which dissolved the coterminous Evanston Township, may use the process outlined in PA 98-127. In the region, Zion, Oak Park, River Forest, Berwyn, and Cicero have coterminous municipalities.</p> <p>CMAP supports this legislation because it provides a process for combining coterminous townships and municipalities, and promotes locally driven efforts to find government efficiencies—both contained in the GO TO 2040 recommendations.</p>	<p>3/29/2017 House Third reading—<i>Passed</i> (111-002-000)</p> <p>3/30/2017 Senate Referred to Assignments</p>	Support
Local government consolidation	SB3	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/ eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a coterminous municipality can dissolve and allows township road</p>	<p>2/28/2017 Senate Third Reading – <i>Passed</i> (043-014-002) <i>with a motion filed by the sponsor to reconsider and three amendments, contingent on Grand Bargain</i></p>	Neutral

Subject	Bill	Summary	Status	Agency Position
		<p>districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p>		
INVEST STRATEGICALLY IN TRANSPORTATION				
<p>**NEW**</p> <p>Continued appropriations for federal funds</p>	SB520	<p>Sen. David Koehler (D-Peoria)</p> <p>SB520 would provide continuing appropriation authority for all federal funding received by the state until the end of FY2018.</p> <p>CMAP staff recommends supporting this bill because of its direct implications for CMAP and other agencies dependent on state funding. Without federal funding, CMAP will not be able to operate into the next fiscal year.</p>	<p>4/27/2017</p> <p>Senate</p> <p>Referred to assignments</p>	Support
Transportation user fees	HB662	<p>Rep. Thomas Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>CMAP supports the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are appropriately charged in order to ensure sufficient funding for transportation.</p>	<p>4/28/2017</p> <p>House</p> <p>Transportation: Vehicles & Safety Committee</p> <p><i>Lost</i></p>	Support
Motor fuel tax increase	HB3136	<p>Rep. Robert Pritchard (R-Sycamore)</p>	<p>3/14/2017</p> <p>House</p> <p>Transportation: Regulation, Roads &</p>	Neutral

Subject	Bill	Summary	Status	Agency Position
		<p>As amended, the bill increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon and an extra 2.5 cents per gallon for diesel fuel.</p> <p>GO TO 2040 called for an increase in the MFT, and the legislation will increase funding available for the state's transportation system. However, staff does not recommend support of this initiative because it failed to advance out of committee.</p> <p>Staff will work to assist with any future initiatives. Future legislation could be improved by indexing the raised MFT rate to inflation. This would account for rising construction costs that continue to reduce the buying power of the MFT. More importantly, increasing the MFT is an intermediate measure that would not negate the need for a long-term replacement.</p>	<p>Bridges Committee <i>Lost</i></p>	
I-55 managed lanes	SJR7 HJR12	<p>Sen. Martin Sandoval (D-Cicero) Rep. Jim Durkin (R-Western Springs)</p> <p>Authorizes IDOT to begin a procurement process pursuant to the authority provided under the Public-Private Partnerships (PPP) for Transportation Act. Specifically, IDOT proposes using a PPP to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and tolling the additional capacity.</p> <p>GOTO 2040 called for the I-55 Express Toll Lane in the list of fiscally constrained projects.</p>	<p>1/24/2017 Senate Assignments Committee</p> <p>2/22/2017 House Executive Committee</p>	Support
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Transit benefits programs	HB2802	<p>Rep. Theresa Mah (D-Chicago)</p> <p>Requires all businesses with more than 20 employees to offer their employees either (1) the federal pre-tax transportation benefit program</p>	<p>4/27/2017 House Third Reading— <i>Pass (062-054-000)</i></p>	Support

Subject	Bill	Summary	Status	Agency Position
		<p>or (2) a program to supply transit passes to employees or reimburse employees for commute-related parking expenses. The bill would be effective January 1, 2018.</p> <p>Staff recommends supporting this legislation because it is consistent with GO TO 2040's goal of increasing regional transit ridership. Increased access to the benefit program could incentivize more transit ridership.</p>		
RTA working cash	HB3004	<p>Rep. Al Riley (D-Hazel Crest)</p> <p>Allows the Regional Transportation Authority (RTA) to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses. As amended, the RTA would also be permitted to establish a line of credit with a bank or other financial institution. To do so, the RTA must pass an ordinance and submit the ordinance to the Governor's Office of Management and Budget and the State Comptroller.</p> <p>Staff recommends supporting this legislation because the RTA's capacity to access short-term capital is a critical tool for mitigating the impact of the state's practice of delaying payments.</p>	<p>3/22/2017 House Third Reading— <i>Passed (060-056-000)</i></p>	Support

Previously reported bills that have missed legislative deadlines

[SB1507](#) County-led Stormwater Management (CMAP supports)

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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MEMORANDUM

To: Programming Committee

From: CMAP staff

Date: May 3, 2017

Re: Recommended CY2017 regional transit asset condition targets

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. The Transportation Committee has previously been provided with a [memo](#) outlining state, MPO, and transit agency requirements for tracking performance and setting performance targets. Under federal law, MPOs have an independent responsibility to set targets for highway and transit performance measures. This memo proposes regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration's [final asset management rule](#). In the years following, the CMAP Board and MPO will need to update the regional targets, and CMAP staff are coordinating with the transit agencies to develop a process for doing so.

Proposed targets

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
Rolling stock -- Percentage of revenue vehicles	Fixed route buses	CTA	1869	0%	6%
	Fixed route buses	Pace	730	14%	5%
	Paratransit vehicles	Pace	494	0%	5%

¹ For CTA and Pace, the asset classes in this table aggregate the more detailed categories used by the service boards. The targets for the equipment category represent weighted average targets.

² Where not available from the service boards, the most recent measure value was obtained from the National Transit Database (NTD) for 2015. Not all assets are included in the NTD.

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
within a particular asset class that have either met or exceeded their ULB ³	Community transit vehicles	Pace	107	0%	5%
	Vanpool	Pace	770	17%	5%
	Rail cars	CTA	1468	5%	24%
	Coaches	Metra	855	43%	43%
	Highliners	Metra	186	0%	0%
	Locomotives	Metra	150	62%	62%
Infrastructure -- Percentage of track segments with performance restrictions	Track (linear feet)	CTA	1.18 m	410%	12%
	Track (directional route miles)	Metra	488	<1%	<1%
Facilities -- Percentage of facilities within an asset class rated below condition 3 on the TERM scales	Bus garages ⁶	CTA	36		78%
	Other facilities	CTA	7		43%
	Rail stations ⁷	CTA	146		32%
	Rail shops ⁶	CTA	33		24%
	Substations	CTA	68		10%
	Rail stations / parking	Metra	241	13%	13%
	Admin/ maintenance	Metra	65	6%	6%
	Admin/ maintenance	Pace	12	17%	25%
	Stations	Pace	3	33%	33%
	Parking	Pace	52	16%	50%
Equipment -- Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their ULB	All non-rev vehicles	Pace	157	6%	5%
	All non-rev vehicles	Metra	544	32%	32%
	All non-rev vehicles	CTA	667		18%
	All equipment	Metra	193	36%	36%
	All equipment	CTA	90		62%

Discussion

The proposed MPO targets are identical to those established by the service boards for calendar year 2017 (with the exception that the equipment targets have been aggregated for CTA and for

³ ULB = useful life benchmark, a threshold for how long an asset typically can remain in service and fulfill its function. Agencies can use the FTA default or select one based on local experience.

⁴ For December 2016

⁵ The "TERM scale" is a 1 – 5 rating (1 = Poor and 5 = Excellent) of asset condition used in the Transit Economic Requirements Model, an FTA model used to forecast asset condition based on the level of investment.

⁶ CTA bus garage and rail shop counts refer to the number of buildings, not the number of locations.

⁷ CTA rail station count includes one station, Washington- Red Line, that is not currently in operation.

Pace). Staff believes that this is the best approach for the first-year targets, given the limited time and information available. More information on asset condition and investment priorities will emerge as the service boards complete their transit asset management (TAM) plans over the next 1.5 years, as also required in the FTA rule. The MPO targets can evolve just as the transit agency targets are expected to evolve. The Transportation Committee recommended approval of the targets at its April 28 meeting.

The MPO targets are a chance for the region to connect short-term performance measurement to longer-term regional priorities. For the MPO targets set in upcoming years, the focus should be on high-level resource allocation, that is, whether more effort and funding should be directed to improving certain measures or asset classes. CMAP should look to ON TO 2050 to help guide the process of setting MPO targets. The MPO target-setting requirements also give the region another avenue through which to call attention to the large investment and funding needs for different elements of the transit system. The RTA has identified a need of \$19.4 billion to bring the system up to a state of good repair. This backlog is projected to grow without significant increases in capital funding. Existing funding levels force the agencies to make difficult choices, including declining conditions for some assets, that will ultimately impact service quality and reliability.

In the short term, the agencies are targeting improvements or very modest declines in the condition of buses, paratransit vehicles, and vanpool vans. This is consistent with the emphasis the agencies have placed on improving the bus fleet in recent years. Pace's bus improvements will continue with the purchase of 91 compressed natural gas buses in 2017, as well as the purchase of 84 paratransit vehicles in 2017. CTA's bus fleet is expected to have a modest decline partially offset by the purchase of about 30 electric buses over 5 years.

The condition of heavy rail rolling stock is expected to decline over 2017 and then begin improving in the medium term. While CTA is in procurement for its 7000 series cars, they will not begin entering the system until 2020. CTA is also overhauling 257 railcars over the next five years, although it is not clear that these overhauls affect useful life in the performance measure calculation. On the commuter rail system, Metra has a target of holding condition constant over 2017. Other than Metra's Highliners on the Electric District, which were replaced in 2016, that agency's rolling stock is quite old relative to its useful life benchmark. Much of its modernization plan is on hold for lack of funding, but the agency recently announced it intends to acquire at least 25 coaches and 10 locomotives in 2019 and 2020. The agency also expects to have rehabilitated 41 locomotives by the end of 2019.

Track condition is measured by the percentage of track mileage with performance restrictions. For CTA, this is the slow zone percentage, which tends to fluctuate from month to month but has trends strongly affected by investment levels and how recently lines underwent significant rehabilitation. Slow zone mileage is currently slightly under its 10-year average; the 2017 target keeps it at its historical average. Metra's track has a low percentage under performance restrictions, which is attributed to compliance with Federal Railroad Administration track safety standards.

Station and parking lot condition have not been assessed as completely or recently as for other assets. Current condition and targets were based on expert judgment in some cases.

Next steps and future targets

The MPO and the transit agencies are to develop specific written provisions for setting the regional targets and jointly sharing information related to the targets (23 CFR 450.314). A planning agreement signed by the parties is not required but is an option. CMAP, service board, and RTA staff expect to coordinate on developing such a process over the next few months. CMAP staff will update the committee as these discussions proceed. Furthermore, by October 2018 the TIP will need to reflect the region's desired performance outcomes for transit asset condition (23 CFR 450.340(e)), as will ON TO 2050. Lastly, the service boards anticipate updating their annual targets at the end of 2017.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive
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MEMORANDUM

To: Programming Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: May 3, 2017

Re: FY 2018 Unified Work Program (UWP)

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies plan to undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. 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 8, the UWP Committee approved a proposed FY 18 Unified Work Program budget, totaling \$21,529,195. This includes \$17,222,286 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,513,908 in state and local match funds. It is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

Attached is the summary of the allocation of funding and awarded projects. The Transportation Committee approved the FY 2018 UWP Budget on April 28. Staff is requesting the Programming Committee recommend approval to the MPO Policy Committee.

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2018 (FY 18) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,529,195 in metropolitan planning funds from the Federal Highway Administration, Federal Transit Administration, and state and local sources. The program is fiscally constrained, as the new budget totals are within the Illinois Department of Transportation (IDOT) estimated funding marks. The FY 18 UWP programs \$17,222,826 in FHWA/FTA funds and \$4,513,908 in state and local sources¹ to provide for the necessary matching funds.

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

The FY 18 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2017 through June 30, 2018. The UWP Committee developed the FY 18 program based on the FY 17 UWP funding mark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 18 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.

There continues to be some uncertainty about the upcoming FY 18 state fiscal budget, however, it is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

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

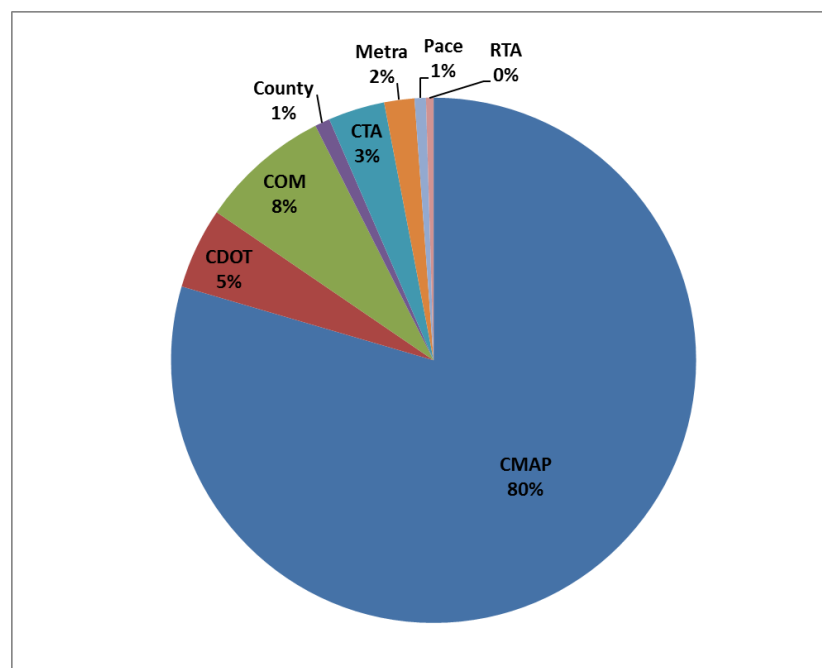
¹ Council of Mayors contributes approximately \$208,200 above the 20% match requirement. This accounts for total program costs exceeding the FY 18 UWP Mark.

Policy Committee signifies official MPO endorsement of the UWP. FY 18 UWP funds will be programmed to CMAP, the City of Chicago, CTA, Metra, Pace, RTA, COM 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 Fixing America's Surface Transportation Act (FAST ACT).

Funding by Agency

Figure 1 shows the share of FY 18 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2018 UWP Funds by Agency



CMAP is receiving 80% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, continue planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 3%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 5% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitates the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. McHenry County is funded for their Transit Plan Update.

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,637,027	11,783,129	3,355,039	16,775,195
CMAP	LTA / Community Planning Program (RTA)	278,400		69,600	348,000
CMAP Total		1,915,427	11,783,129	3,424,639	17,123,195
CTA		400,000		100,000	500,000
CTA Total		400,000	-	100,000	500,000
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	200,000		50,000	250,000
City of Chicago Total		860,000	-	215,000	1,075,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total		-	1,384,270	554,269	1,938,539
McHenry County	Transit Plan Update	160,000		40,000	200,000
County Total		160,000	-	40,000	200,000
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Pace 2040 Comprehensive Plan Update	200,000		50,000	250,000

Agency	Project Title	FTA	FHWA	Local Match	Total
Pace Total		320,000	-	80,000	400,000
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
RTA Total		80,000	-	20,000	100,000
FY 18 UWP Total		4,055,427	13,167,399	4,513,908	21,736,734

Brief Synopses of FY 18 Recommended UWP Projects

MPO Activities Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; developing the region's next long range plan, ON TO 2050, supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	\$16,775,195
LTA / Community Planning Program (RTA) Purpose: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 3-4 local plans and several smaller-scale follow-up activities.	\$348,000
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$17,123,195
Program Development Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.	\$500,000
CTA	Agency Total: \$500,000
Transportation and Programming Purpose: This program supports local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation	\$825,000

planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.	
CREATE Program Planning Support – Passenger and Commuter Rail Purpose: The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade, it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.	\$250,000
City of Chicago	Agency Total: \$1,075,000
Subregional Transportation Planning, Programming and Management Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.	\$1,938,539
Council of Mayors	Agency Total: \$1,938,539
McHenry County Transit Plan Update Purpose: McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County. This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.	\$200,000

County Projects	Agency Total: \$200,000
Program Development Purpose: Program Development of capital transit planning and development. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially 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 for protected populations, safety and security planning, facilitation of communication between local and regional government entities.	\$400,000
Metra	Agency Total: \$400,000
Rideshare Services Program Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.	\$75,000
TIP Development and Modeling Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	\$75,000
Pace 2040 Comprehensive Plan Update Purpose: This program will provide an update of Pace's Strategic Plan Vision 2020 – timeframe to 2040. In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems improve passenger amenities and advanced vehicle recommended principles. This project will touch on goals that including housing, environmental and economic development, access to jobs and reducing emissions by diverting more travelers out of private cars and on to transit.	\$250,000
Pace	Agency Total: \$400,000
2018 Regional Transit Strategic Plan Support Purpose: The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018. Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan	\$100,000

and the ON TO 2050 Plan on an ongoing basis. Funding will be used for RTA staff work to complete the Plan and to engage with stakeholders on its implementation.	
RTA	Agency Total: \$100,000

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