



MEMORANDUM

To: UWP Committee

From: Matt Maloney

Date: November 2, 2010

Re: FY 2012 UWP Priorities

On October 13, the *GO TO 2040* Regional Comprehensive Plan was unanimously adopted by the CMAP Board and MPO Policy Committee. The plan's four themes-- Livable Communities, Human Capital, Efficient Governance, and Regional Mobility-- include detailed recommendations and implementation action areas.

CMAP staff recommends that the FY 2012 UWP process be examined and modified, where necessary, to align with the regional priorities described in *GO TO 2040*. The *GO TO 2040* section on [coordinated investment](#) recommends that "CMAP's programming activities should, as far as possible, be oriented toward implementing *GO TO 2040*. CMAP should realign its current programmatic and review responsibilities to support the plan. These responsibilities now include staffing project selection committees and selecting criteria for the allocation of Unified Work Program (UWP) funds".

During last year's process, a number of representatives on CMAP's Transportation Committee also expressed the sentiment that the UWP process should strive for more focus, especially given the adoption of the plan. It should also be stressed that aligning these planning funds with the priorities of the long range plan is required by current federal transportation policy.

Past UWP Priorities

Since the release of the 2030 plan, the UWP committee has used a two-tiered process-- core and discretionary-- to award funds. Core program funding typically consists of federally required products, including the development of the long range plan, the TIP, the congestion management process, and the public participation plan. Discretionary program funding typically consists of other worthy projects, which are chosen based upon a quantitative scoring process and further deliberation by the committee.

Ten planning priorities currently exist for the discretionary program. While these priorities serve as useful overview of the program's general parameters, they have proved to be less useful in awarding funding for specific project proposals. Current priorities on this list include elements like the "integration of transportation and land use", "environmental impacts of transportation decisions", "transportation's role in economic and community development", and so on. CMAP staff recommends the modification of these priorities to align directly with language in *GO TO 2040*, which more specifically identifies the types of planning projects that should be undertaken.

Process for Determining FY 2012 UWP Priorities

The attached sheet includes sixty implementation action areas from *GO TO 2040*. These are primarily culled from the *GO TO 2040* sections on transportation investment, public transit, freight, land use and housing, and access to information. These actions largely lend themselves to planning projects and thus are worthy candidates for UWP funding. The right-most column indicates whether there has been any progress to date by CMAP, where applicable, in implementing some of these actions. Where CMAP is not listed as a lead implementer, "n/a" is given in this column. In these cases at least one other UWP committee agency is listed as a lead implementer—these are still good candidates for project proposals by another agency or agencies.

At this meeting, UWP committee agencies should begin the process of discussing these action areas and formulating potential project ideas for FY 2012 and beyond. As not all of this work can be completed immediately, staff offers **three potential suggestions** for further prioritization of this work:

1. Committee members should rank each of the action areas "low", "medium" and "high", with "high" signifying an action that should be completed in the nearer term, as opposed to signifying a degree of importance.
2. Committee members should identify action areas from the "high" list that would be strong candidates for a FY 2012 project proposal.
3. Committee members should identify action areas where efficiencies can be gained through coordination with other agencies via joint project applications. Multi-agency coordination should be rewarded in the discretionary scoring process.

The results of this exercise will be shared with the Transportation Committee at their meeting on January 21 and with the Programming Coordinating Committee at either their January or February meeting.

ACTION REQUESTED: Discussion