



# Chicago Metropolitan Agency for Planning

Agenda Item No 9.0

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## MEMORANDUM

**To:** CMAP Board

**From:** Dolores Dowdle   
Deputy Executive Director, Finance and Administration

**Date:** June 6, 2012

**Re:** FY 2013 Unified Work Program

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The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP 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 April 11, the UWP Committee approved a proposed FY 2013 Unified Work Program, totaling \$18,761,805. This includes \$14,847,734 in FHWA and FTA regional planning funds and \$3,914,071 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

In addition, the UWP Committee approved additional projects for the FY 2012 Unified Work Program, totaling \$3,123,750. This includes \$2,499,000 in FHWA regional planning funds and \$624,750 in local match funds. After the FY 2012 UWP was approved last year, notification was received from IDOT that the final FY 2012 Federal budget included additional funds. Due to the timing of this information and since the FY 12 program was already awarded, these additional funds were included in the process for the FY 2013 UWP. The UWP Committee discussed and recommended a funding program that includes this additional funding as part of the FY 13 process. However, for contracting purposes and the transparency of the UWP process, this \$3,123,750 will need to be amended to the FY 12 program. For administrative ease and since CMAP will be assuming the contract process for the other agencies, this funding amount will be moved to CMAP's FY 12 UWP contract. Therefore, \$1,363,750 of CMAP core MPO activities that are for consultant services and the competitive submittal to fund grants for local governments through CMAP's Local Planning Assistance for \$1,760,000 will be amended into our FY 12 contracts.

To clarify, these funding amounts are not included in the FY 13 program, reflected in the remainder of this document and will need to be amended to the FY 12 program.

ACTION REQUESTED: Approval

## UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2013 (FY 13) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$18,761,805 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 2013 UWP programs \$14,847,734 in FHWA/FTA funds and \$3,914,071 in state or local sources to provide for the necessary matching funds.

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

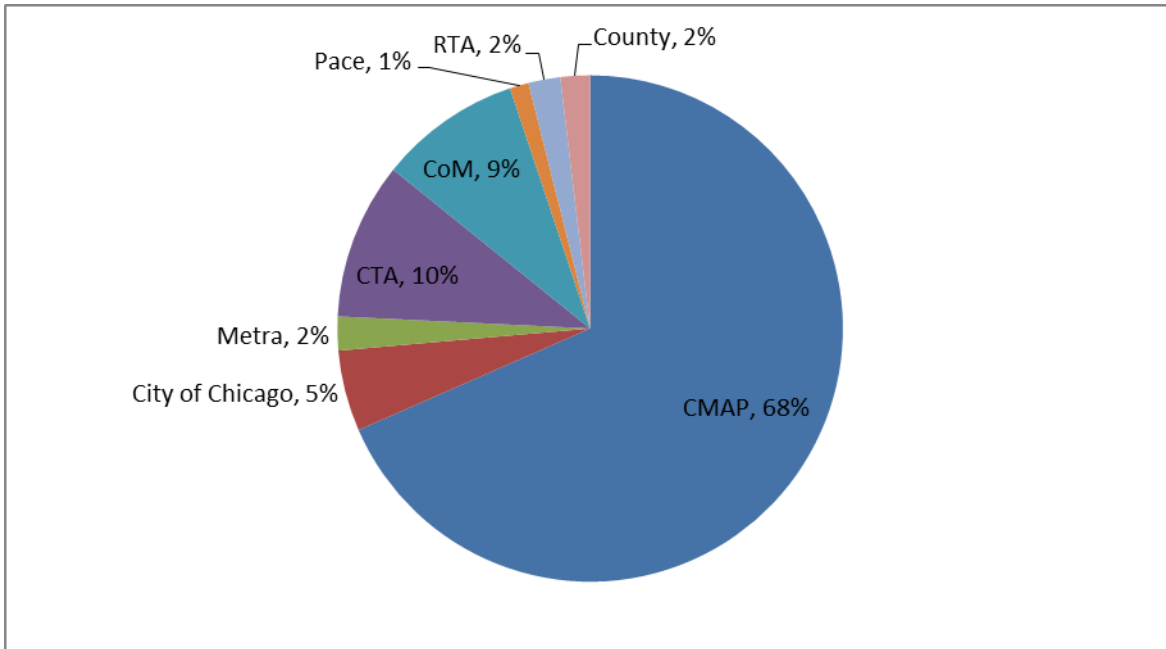
The FY 13 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2012 through June 30, 2013. The UWP Committee developed the FY13 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 13 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP. FY 13 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Cook 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 13 UWP funds programmed to each agency.

**FIGURE 1: FY 13 UWP- SHARE OF FUNDS BY AGENCY**



CMAP is receiving 68% of the new FHWA PL and FTA section 5303 funds to implement the region’s long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, Pace, and RTA are receiving 10%, 2%, 1%, 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. In the competitive round, CTA was awarded \$1.485 million to advance planning work on the Red Line, the Red and Purple Line and the Forest Park Blue Line. Pace received funding for the Corridor Development Implementation. The RTA received funding for planning of the I-90 Corridor Bus Enhancements Project.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and development of the Chicago Bus Rapid Transit Master Plan.

The Regional Councils of Mayors are receiving 9% 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 facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Cook County is receiving 2% of the funds, for their County Long Range Transportation Planning program.

**SUMMARY OF UWP PROJECTS AND BUDGETS BY RECIPIENT AGENCY**

<b>Agency</b>	<b>Project Title</b>	<b>FTA</b>	<b>FHWA</b>	<b>Local Match</b>	<b>Total</b>
CMAP	MPO Activities (Core Project)	917,936	9,243,224	2,540,290	12,701,450
<b>CMAP Total</b>		<b>917,936</b>	<b>9,243,224</b>	<b>2,540,290</b>	<b>12,701,450</b>
CTA	Program Development (Core Project)	300,000		75,000	375,000
CTA	Red Line Extension - Environment Impact Statement (Competitive Project)	414,000		103,500	517,500
CTA	Red and Purple Modernization - Environmental Impact Statement (Competitive Project)	414,000		103,500	517,500
CTA	Forest Park Blue Line Reconstruction and Modernization Planning (Competitive Project)	360,000		90,000	450,000
<b>CTA Total</b>		<b>1,488,000</b>	<b>-</b>	<b>372,000</b>	<b>1,860,000</b>
City of Chicago	Transportation and Programming (Core Project)	560,000		140,000	700,000
City of Chicago	Chicago Bus Rapid Transit Master Plan (Competitive Project)	208,000		52,000	260,000
<b>City of Chicago Total</b>		<b>768,000</b>	<b>-</b>	<b>192,000</b>	<b>960,000</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management (Core Project)		1,348,174	539,181	1,887,355
<b>Council of Mayors Total</b>			<b>1,348,174</b>	<b>539,181</b>	<b>1,887,355</b>
County of Cook	Transportation Plan (Core Project)	280,000		70,000	350,000
<b>Counties Totals</b>		<b>280,000</b>	<b>-</b>	<b>70,000</b>	<b>350,000</b>
Metra	Program Development (Core Project)	320,000		80,000	400,000
<b>Metra Totals</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
Pace	Rideshare Services Program (Core Project)	60,000		15,000	75,000
Pace	Corridor Development Implementation (Competitive Project)	120,000		30,000	150,000

Agency	Project Title	FTA	FHWA	Local Match	Total
<b>Pace Totals</b>		<b>180,000</b>	<b>-</b>	<b>45,000</b>	<b>225,000</b>
RTA	I-90 Corridor Bus Enhancements Planning (Competitive Project)	240,000		60,000	300,000
RTA	RTA Capital Decision Prioritization Tool (Competitive Project)	62,400		15,600	78,000
<b>RTA Totals</b>		<b>302,400</b>	<b>-</b>	<b>75,600</b>	<b>378,000</b>
<b>FY 13 UWP Total</b>		<b>4,256,336</b>	<b>10,591,398</b>	<b>3,914,071</b>	<b>18,761,805</b>

## BRIEF SYNOPSES OF FY 2013 RECOMMENDED UWP PROJECTS

<p><b>MPO Activities</b>  <b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040; 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.</p>	<p><b>\$12,701,450</b></p>
<p><b>Chicago Metropolitan Agency for Planning (CMAP)</b></p>	<p><b>Agency Total: \$12,701,450</b></p>
<p><b>Program Development</b>  <b>Purpose:</b> The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	<p><b>\$375,000</b></p>
<p><b>Red Line Extension – Environment Impact</b>  <b>Purpose:</b> The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).</p>	<p><b>\$517,500</b></p>
<p><b>Red and Purple Line Modernization – Environmental Impact Statement</b>  <b>Purpose:</b> The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. This project would complement the ongoing planning and environmental studies and processes.</p>	<p><b>\$517,500</b></p>
<p><b>Forest Park Blue Line Reconstruction and Modernization Planning</b>  <b>Purpose:</b> The purpose of this project is for the preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction.</p>	<p><b>\$450,000</b></p>

<b>CTA</b>	<b>Agency Total: \$1,860,000</b>
<b>Transportation and Programming</b> <b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	<b>\$700,000</b>
<b>Chicago Bus Rapid Transit Master Plan</b> <b>Purpose:</b> The purpose of this project is to identify and prioritize future opportunities for Bus Rapid Transit Improvements in Chicago	<b>\$260,000</b>
<b>City of Chicago</b>	<b>Agency Total: \$960,000</b>
<b>Subregional Transportation Planning, Programming and Management</b> <b>Purpose:</b> The purpose is to provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	<b>\$1,887,355</b>
<b>Council of Mayors</b>	<b>Agency Total: \$1,887,355</b>
<b>Transportation Plan</b> <b>Purpose:</b> The purpose is to provide for the ongoing development and maintenance of the Cook County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	<b>\$350,000</b>
<b>Cook County</b>	<b>Agency Total: \$350,000</b>
<b>Program Development</b> <b>Purpose:</b> This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	<b>\$400,000</b>
<b>Metra</b>	<b>Agency Total: \$400,000</b>
<b>Rideshare Services Program</b> <b>Purpose:</b> The Pace Rideshare program supports individuals and employers in the	<b>\$75,000</b>



Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants.	
<p><b>Corridor Development Implementation</b></p> <p><b>Purpose:</b> This project involves corridor development to improve the efficiency of transit operations and establish long term coordination between transit and land use in support of Go To 2040. The project creates integration of several Pace programs including The Arterial Bus Rapid Transit (ART), regional corridors, Transit Signal Priority (TSP), Posted stops and transit oriented development. The project will allow for incremental development of 24 regional arterials and ART corridor network through implementation of TSP and posted stops.</p>	\$150,000
<b>Pace</b>	<b>Agency Total: \$225,000</b>
<p><b>I-90 Corridor Bus Enhancements Planning</b></p> <p><b>Purpose:</b> The purpose of the project planning is for mid-term and long-term bus enhancements to complement and leverage bus service improvements and managed lane facility planned as part of the I-op ISTHA reconstruction project. Supporting agencies are Pace and the Illinois State Toll Highway Authority.</p>	\$300,000
<p><b>RTA Capital Decision Prioritization Tool</b></p> <p><b>Purpose:</b> With some of the nation's oldest transit assets, the RTA transit system has significant reinvestment needs, including an estimated \$24.6 billion over the next ten years to attain a state of good repair (SGR), which is more than three times higher than the projected funding during the same period. In order to improve the decision-making processes and prioritize investments given constrained funding, the RTA is developing the Capital Decision Prioritization Support Tool (the Decision Support Tool) to assist the Service Boards as they annually prepare their respective capital program needs to manage day-to-day operations and obtain a State of Good Repair. The Decision Support Tool will serve to assist the RTA in establishing a process for the evaluation of long range planning items, such as major system enhancement and expansions. The Decision Support Tool will be founded on FTA's existing TERM model and will utilize the Maintain, Enhance and Expand criteria, and scoring process developed by the RTA in coordination with Service Board staff.</p> <p>This proposal is seeking funding for the prioritization process for Enhance and Expand investments. With the requested funding, the consultant will work with the RTA and the Service Boards to develop the rating criteria, scoring methods and data requirements for Enhance and Expand investments. The identified rating criteria will be implemented in the development of the final Decision Support Tool.</p>	\$78,000
<b>RTA</b>	<b>Agency Total: \$378,000</b>

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