



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

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MEMORANDUM

To: Regional Coordinating Committee
CMAP Board
MPO Policy Committee

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

Date: June 1, 2016

Re: FY 2017 Unified Work Program (UWP)

For your review and approval is the proposed FY 2017 Unified Work Program. The attached outlines the programs the Chicago Metropolitan Agency for Planning and other UWP agencies will undertake to enhance transportation planning in northeastern Illinois and fulfill federal planning requirements. The funding of the UWP is consistent with the State of Illinois fiscal year, which starts July 1, 2016 through June 30, 2017. The final UWP document which will be released June 30 includes the transportation planning activities to be carried out in the region, detailing each project's scope, deliverables, costs and source of funding.

On April 7, the UWP Committee approved a proposed FY 2017 Unified Work Program totaling \$18,103,933. This includes \$17,104,664 in Federal funding and \$999,269 in local match. Attached is a summary of the program and allocated funding. Unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in the total local match amount. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will submit a revised budget.

ACTION REQUESTED: Approve the FY 2017 Unified Work Program

FY 2017 Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). Due to the lack of an approved State of Illinois budget for FY 2016, CMAP has struggled to secure its matching requirement and is taking steps to reduce dependence on these IDOT funds. Because the FY 2017 budget requires approval by the CMAP Board in June 2016, this document seeks to clarify matters stemming from the uncertainty caused by the State budget impasse that continues in Springfield.

Our agency is pursuing multiple paths to transition away from reliance on IDOT matching dollars since the 2011 dissolution of the statewide Comprehensive Regional Planning Fund (CRPF), which had provided CMAP with the \$3.5 million required for its annual match. Those efforts include advocating through legislation that the Illinois General Assembly reinstate the CRPF; creating a local dues structure similar to those used by many other regional planning organizations across the U.S.; and working with IDOT and the FHWA to apply Transportation Development Credits (TDC or toll credits) to the FY 2017 budget. CMAP, IDOT and FHWA have reached an agreement to allow the use of toll credits for the FY 2016 budget. With this agreement CMAP can meet its 20% Federal matching requirement, resume payments to vendors, reimburse cash reserves and most importantly, remain solvent.

For FY 2017, the Unified Work Program (UWP) for transportation planning for northeastern Illinois was earmarked to receive \$17,104,664 in Federal funding with a local match requirement of \$4,276,166. During the April 7th UWP Committee meeting, the Committee unanimously voted to award a higher share of funding to CMAP to remain operational, rather than fund other competitive projects. Competitive projects were evaluated and ranked, but no funding was appropriated.

Also, unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in Table 1: Summary of UWP Projects and Budgets by Recipient Agency. The State of Illinois must ultimately meet its responsibility to provide a match for CMAP to access its Federal funding. The match can either come from 1.) a State-passed budget with CMAP included in IDOT's budget, 2.) the Comprehensive Regional Planning Fund if the General Assembly passes legislation to reinstate it, or 3.) the potential continued use of toll credits in FY 2017. Because there is uncertainty as to which source will be available and what level each source will provide at the beginning of FY 2017, this budget shows a \$0 value in the local match line item. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will revise the budget to first replenish those critical on-hand reserves, and then determine the feasibility of reconsidering competitive UWP applications and crediting local dues contributors for a portion of the amount owed.

As a result of the uncertainty as to which source will be available to CMAP, the FY 2017 UWP budget reflects a program with total expenditures of \$18,103,933 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and local sources (\$17,104,664 in Federal funds and \$999,269 in local sources).

The Unified Work Program Committee consist of eight voting members who represent the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the Illinois Environmental 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 2017 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2016 through June 30, 2017. The UWP Committee developed the FY 2017 program based on the FY 2016 UWP federal funding earmark for the metropolitan planning area. Project/program 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 2017 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

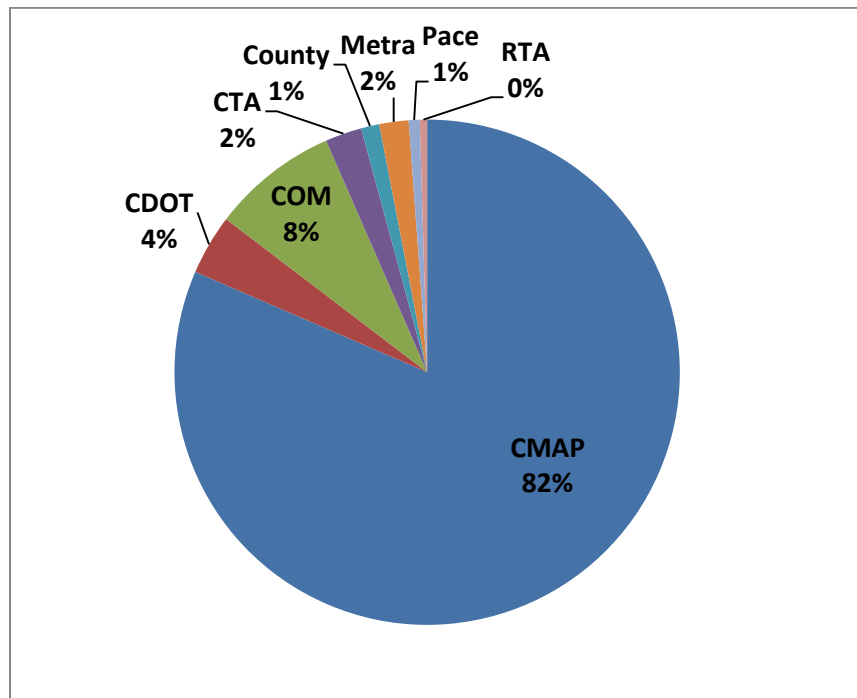
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP.

FY 2017 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Lake County for core transportation planning activities. While CMAP was awarded a higher share of the funding, the other agencies were funded at their FY 2016 funding levels. 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 2017 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2017 UWP Funds by Agency



CMAP is receiving 82% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, commence 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 2%, 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 4% 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. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Lake County is funded for their Paratransit Market Study.

TABLE 1: Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	2,343,546	11,596,848	TBD*	13,940,394
CMAP Total		2,343,546	11,596,848	TBD*	13,940,394
CTA	Program Development	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 Total		660,000		165,000	825,000
Council of Mayors	Sub regional 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
Lake County	Paratransit Market Study	200,000		50,000	250,000
County Total		200,000		50,000	250,000
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 Total		120,000		30,000	150,000
RTA	Regional Transit Planning Staff	80,000		20,000	100,000
RTA Total		80,000		20,000	100,000
FY 2016 UWP Total		4,123,546	12,981,118	999,269	18,103,9233

Brief Synopses of FY 2017 Recommended UWP Projects

MPO Activities

Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; planning for the 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.

\$13,940,394

Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:
\$13,940,394**

Program Development

Purpose: This program supports 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. The development of the Capital program for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.

\$500,000

Chicago Transit Authority (CTA)

**Agency Total:
\$500,000**

Transportation and Programming

Purpose: The purpose of this program is to support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation 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,

\$825,000

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.

City of Chicago

Agency Total:
\$825,000

Sub Regional 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

Program Development

Purpose: 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.

\$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 by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The program is also expanding as an effective Transportation Demand Management (TDM) strategy to reduce the need for single occupancy vehicles, lower highway congestion, lower commute times and energy consumption; and improve air quality.

\$75,000

TIP Development and Modeling

Purpose: Pace will develop a fiscally constrained Pace bus Capital

\$75,000

Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.

Pace

Agency Total:
\$150,000

2018 Regional Transit Strategic Plan Support

\$100,000

Purpose: This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The previous Strategic Plan was published in 2013. The 2013-2018 Regional Transit Strategic Plan established a set of fundamental Goals and Objectives. The 2018 Strategic Plan will build off those Goals, reviewing and updating objectives for the next five years. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the next Long Range Comprehensive Plan.

RTA

Agency Total:
\$100,000

Lake County Paratransit Market Study

\$250,000

Purpose: The purpose of this study is to determine transportation options for the various mobility challenged constituencies in Lake County and prepare an implementation plan to improve service. While the level of coordination has vastly improved, no data exists on the overall level of countywide demand for paratransit service and/or the transportation options needed to meet that demand. This is critical information that needs to be assembled in order to plan and implement solutions to meet the non-traditional transit needs of residents. This study will amend the transit component of the Lake County 2040 Transportation Plan adopted on June 6, 2014. The project team is envisioned to include Lake County, Pace, Metra, the RTA and the LCCTSC. This study is intended to build on the regional efforts of the RTA's Stable Funding Paratransit Systems Study.

County Projects (Lake County)

Agency Total:
\$250,000