



Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

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MEMORANDUM

To: CMAP Board and Committees

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

Date: January 3, 2018

Re: FY 2019 UWP Call for Projects

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately \$17.9 million, and that, with matching funds of approximately \$4.5 million, will provide total project cost available for UWP projects of \$22.4 million. FY 2019 funding reflects an increase of approximately 4%, or \$904,858, of federal and local match dollars as compared to FY 2018.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Programming Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Programming Committee, CMAP Board and the MPO Policy Committee, has maintained the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit

system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.

- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit-operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The process for review and approval of the FY 2019 UWP programs is as follows:

- Both Core and Competitive proposals are due on January 29, 2018.
- All proposals will be forwarded to the UWP Committee on February 7 with presentations of the proposals at the Committee meeting on February 14.
- The UWP Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 23. CMAP staff will calculate the Committee's rankings of the Competitive proposals.
- Based on the available monies for the FY 2019 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment with the proposed priorities in GO TO 2040; (3) the requested level of funding; (4)

and if applicable, previous years' expenditure level of Core project and; (5) the rankings of the Competitive proposals.

- The Committee will meet on March 14 to adopt the FY 2019 program.
- The FY 2019 program will be presented at the April 27 Transportation Committee for adoption.
- In June, following UWP Plan adoption by the Programming Committee, MPO Policy Committee, and the CMAP Board, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):
 - Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2019. All funds will need to be expended by June 30, 2019.
 - Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2018 to June 30, 2021.

The FY 2019 UWP allocated \$13,482,347 of PL funds and \$4,464,896 of FTA funds, for a total of \$17,947,242 of federal funds.

The schedule for the approval of the FY 2019 UWP process is as follows:

Call for Proposals

Call for Proposals	January 2, 2018
All Proposals Due (Core and Competitive)	January 29, 2018

Proposal presentations

UWP Meeting - Presentation of Proposals	February 14, 2018
UWP Committee members rank proposals	Due to CMAP February 23, 2018
CMAP prepares committee ranked proposals with funding allocation	March 2, 2018
UWP Meeting - Adopt FY 2019 Program	March 14, 2018

Committee Approval

Transportation Committee considers approval of FY 2019 UWP to MPO Policy Committee	April 2018
Programming Committee considers approval of FY 2019 UWP to CMAP Board	May 2018
CMAP Board considers approval of proposed FY 2019 UWP	June 2018
MPO Policy Committee considers approval of proposed FY 2019 UWP	June 2018
UWP Document Released	June 2018

ACTION REQUESTED: Information

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