

**MEMORANDUM**

**To:** CMAP Board and MPO Policy Committee

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

**Date:** June 7, 2018

**Re:** FY 2019 Unified Work Program (UWP)

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The Unified Work Program (UWP) lists the planning projects and activities 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 will include the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and timeline.

On March 14, the UWP Committee approved a proposed FY 2019 Unified Work Program budget, totaling \$22,434,053. This includes \$17,947,242 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,486,811 in state and local match funds. During that meeting, Cook County requested an opportunity to present a business case for increased funding consideration. It was agreed by the UWP Committee that Cook County be awarded an additional \$50,000 in federal funds towards their project. To maintain the balanced budget, CMAP agreed to reduce its core program federal request by \$50,000 citing that potential savings may be achieved by the Agency through its hiring cycle.

During this meeting, RTA also requested that its core program federal funds of \$84,000 be reallocated to CTA and Metra competitive projects. Both agencies would receive an additional \$42,000 in federal funds. RTA cited that they would be able to support their core activities through other funding sources. RTA supported CTA's Red/Purple Modernization program and Metra's Origin-Destination Survey projects noting them as important initiatives that required additional funding.

Overall changes resulted in a decrease in the core federal funding of \$84,000 and an increase of \$84,000 in the competitive federal funding.

Attached is the summary of the allocation of funding and awarded projects. Both the Programming and Transportation Committees considered and have recommended approval of the FY 2019 UWP Program by the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

## 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). The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2018 to June 30, 2019) and the competitive funds (3-C Competitive Grant) be expended over a five-year period (July 1, 2018 to June 30, 2023). The revenues identified from the FY 2019 UWP funds were approved by the UWP Committee, Transportation Committee, and Programming Committee and recommended for approval by the MPO Policy Committee and CMAP Board.

In June 2018, staff will present to the Board for approval a balanced budget that reflects the use of federal transportation funds, a state local match, local dues and other grants as revenue sources to cover FY 2019 budgeted expenditures. The approved FY 2019 Unified Work Program budget totaled \$22,434,053. This included \$17,947,242 in FHWA and FTA regional planning funds and \$4,486,811 in local match funds. This year's federal competitive funds of approximately \$1,200,000 were awarded to CMAP/RTA, CDOT, CTA and Metra. CMAP continues to remain optimistic that a State budget will be passed for fiscal year 2019. Therefore, CMAP has included in its FY 2019 budget its expected State match of \$3,362,462. Should the FY 2019 State budget not be passed in a timely manner, CMAP will implement a similar strategy used during the FY 2016 budget impasse to remain solvent. This strategy would include the use of local dues, Toll Credits and the ability to become direct recipient of federal funds from the U.S. Department of Transportation (U.S. DOT). This will allow CMAP to remain solvent until a State budget or stopgap State budget is passed.

The Unified Work Program Committee consists 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 2019 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2018 through June 30, 2019. The UWP Committee developed the FY 2019 program based on the FY 2018 UWP federal funding earmark 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 2019 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, Programming Committee,

MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

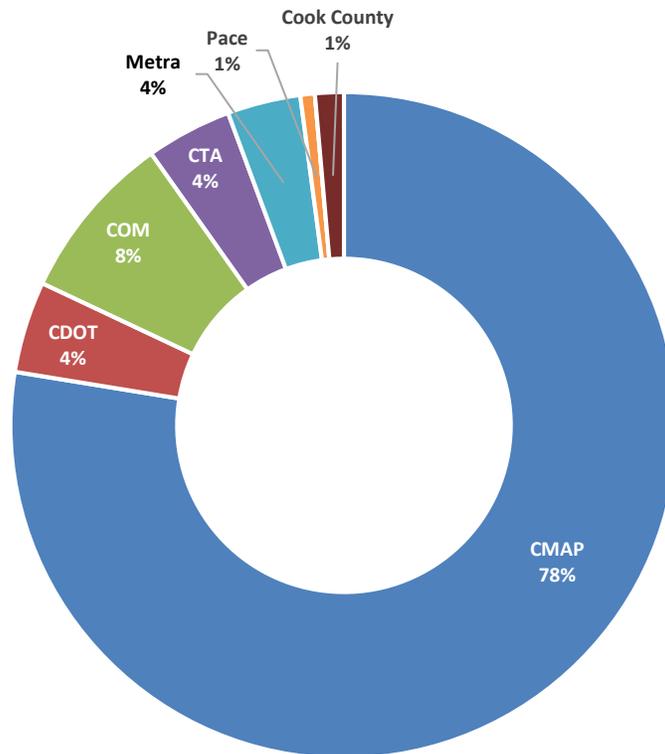
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies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

FY 2019 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Cook County for core transportation planning activities and CMAP/RTA, CDOT, CTA and Metra will be awarded funds under the competitive program. 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 2019 UWP funds programmed to each agency.

FIGURE 1  
Share of FY 2019 UWP Funds by Agency



CMAP is receiving 78% of the FHWA PL and FTA section 5303 funds to implement the region's long range 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 4%, 4%, 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. Following discussions during UWP development, RTA will not be receiving funds in this fiscal year. RTA elected to allocate its FY 2019 funding to CTA and Metra competitive projects that were selected by the UWP Committee.

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 facilitate the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. Cook County is funded with 1% of funds for their Transit Study.

### Summary of UWP Projects and Budgets by Recipient Agency

| Agency                       | Project Title  | FTA              | FHWA              | Local Match      | Total             |
|------------------------------|--|------------------|-------------------|------------------|-------------------|
| CMAP                         | MPO Activities   | 1,106,345        | 12,343,530        | 3,362,462        | 16,812,337        |
| CMAP                         | LTA / Community Planning Program (RTA)                                 | 472,246          |                   | 118,062          | 590,308           |
| <b>CMAP Total</b>            |  | <b>1,578,591</b> | <b>12,343,530</b> | <b>3,480,524</b> | <b>17,402,645</b> |
| CTA                          | Program Development  | 420,000          |                   | 105,000          | 525,000           |
| CTA                          | Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion | 326,800          |                   | 81,700           | 408,500           |
| <b>CTA Total</b>             |  | <b>746,800</b>   | <b>-</b>          | <b>186,700</b>   | <b>933,500</b>    |
| City of Chicago              | Transportation and Programming   | 693,000          |                   | 173,250          | 866,250           |
| City of Chicago              | Vision Zero South Side   | 104,000          |                   | 26,000           | 130,000           |
| <b>City of Chicago Total</b> |  | <b>797,000</b>   | <b>-</b>          | <b>199,250</b>   | <b>996,250</b>    |
| Council of Mayors            | Subregional Transportation Planning, Programming and Management        |                  | 1,467,326         | 366,832          | 1,834,158         |

| Agency                         | Project Title                                | FTA              | FHWA              | Local Match      | Total             |
|--------------------------------|--|------------------|-------------------|------------------|-------------------|
| <b>Council of Mayors Total</b> |  | -                | 1,467,326         | 366,832          | 1,834,158         |
| Cook County                    | Transit Study                                | 250,000          |                   | 62,500           | 312,500           |
| <b>County Total</b>            |  | <b>250,000</b>   | -                 | <b>62,500</b>    | <b>312,500</b>    |
| Metra                          | Program Development                          | 336,000          |                   | 84,000           | 420,000           |
| Metra                          | Origin-Destination Survey                    | 302,000          |                   | 75,500           | 377,500           |
| <b>Metra Total</b>             |  | <b>638,000</b>   | -                 | <b>159,500</b>   | <b>797,500</b>    |
| Pace                           | TIP Development and Modeling                 | 66,000           |                   | 16,500           | 82,500            |
| Pace                           | Rideshare Services Program                   | 60,000           |                   | 15,000           | 75,000            |
| <b>Pace Total</b>              |  | <b>126,000</b>   | -                 | <b>31,500</b>    | <b>157,500</b>    |
| RTA                            | 2018 Regional Transit Strategic Plan Support | 0                |                   | 0                | 0                 |
| <b>RTA Total</b>               |  | -                | -                 | -                | -                 |
| <b>FY 19 UWP Total</b>         |  | <b>4,136,391</b> | <b>13,810,856</b> | <b>4,486,806</b> | <b>22,434,053</b> |

### Brief Synopses of FY 2019 Recommended UWP Projects

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| <p><b>MPO Activities</b></p> <p><b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040 and the development of the next long range plan, ON TO 2050. CMAP is also responsible for 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> | <b>\$16,812,337</b> |
| <p><b>Local Technical Assistance (LTA) / Community Planning Program</b></p> <p><b>Purpose:</b> This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use, housing, economic development, governance, and environment. 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</p>  | <b>\$590,308</b>    |

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| level of funding will support approximately 15 local plans and several smaller-scale follow-up activities.  |                                       |
| <b>Chicago Metropolitan Agency for Planning (CMAP)</b>  | <b>Agency Total:<br/>\$17,402,645</b> |
| <b>Program Development</b><br><b>Purpose:</b> This project supports regional objectives by providing for the strategic participation of CTA in the region’s transportation planning process including the development of the RTP and the 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.  | <b>\$525,000</b>                      |
| <b>Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program</b><br>The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9 <sup>th</sup> 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA’s Capital Investment Grant Program. This project will identify the next phases of RPM that will build upon the success of RPM Phase One. | <b>\$408,500</b>                      |
| <b>Chicago Transit Authority (CTA)</b>  | <b>Agency Total:<br/>\$933,500</b>    |
| <b>Transportation and Programming</b><br><b>Purpose:</b> 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, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of CDOT in the regional planning process.   | <b>\$866,250</b>                      |
| <b>Vision Zero South Side</b><br><b>Purpose:</b> Vision Zero is Chicago’s initiative to eliminate fatalities and serious injuries from traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor’s Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan expected in the coming months. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.   | <b>\$130,000</b>                      |
| <b>City of Chicago</b>  | <b>Agency Total:<br/>\$996,250</b>    |
| <b>Sub regional Transportation Planning, Programming and Management</b><br><b>Purpose:</b> 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  | <b>\$1,834,158</b>                    |

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| 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.  |                                      |
| <b>Council of Mayors</b>  | <b>Agency Total:<br/>\$1,834,158</b> |
| <b>Program Development</b><br><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 for protected populations; safety and security planning; facilitation of communication between local and regional governmental entities. | <b>\$420,000</b>                     |
| <b>Origin-Destination Survey</b><br><b>Purpose:</b> This program will update several key existing (2016, 2014, 2006, 2002) data sets including: Metra riders’ modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line; locations of Metra riders’ homes (“productions”) and non-home destinations (“attractions”); Metra riders’ trip purposes; and usage of different ticket types (for FTA Title VI reporting). Work will be done concurrently with Metra’s “Station/Train Boarding and Alighting Count” data-collection project.                        | <b>\$377,500</b>                     |
| <b>Metra</b>  | <b>Agency Total:<br/>\$797,500</b>   |
| <b>Rideshare Services Program</b><br><b>Purpose:</b> Pace RideShare provides free commuter assistance which includes transportation coordination and analysis to encourage using a combination of options such as public transportation/ridesharing/biking and other mobility options (car/bike sharing, etc.), open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line. This fiscal year, the program includes funding for program enhancements resulting from launching an improved ridematching software and a mobile application.  | <b>\$75,000</b>                      |
| <b>TIP Development and Modeling</b><br><b>Purpose:</b> 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.  | <b>\$82,500</b>                      |
| <b>Pace</b>   | <b>Agency Total:<br/>\$157,500</b>   |
| <b>Cook County Transit Study</b><br><b>Purpose:</b> Cook County is ideally positioned to benefit from changes to the transit system given that it encompasses the entire CTA system (both train stations and bus routes), two-thirds of all Metra stations and more than three-quarters of Pace routes. Within the region, Cook County  | <b>\$312,500</b>                     |

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| <p>accounts for more than half the residents and jobs and 77 percent of all revenues collected to support public transportation. Moreover, its built environment is the most transit supportive of any within the Chicago metropolitan region. As noted in its long range transportation plan, Cook County competes with other US and international urban areas for businesses, people, capital and talent. To successfully compete, the County must ensure that its transit system offers residents and businesses realistic, high-quality choices.</p> <p>The goal of this study is to improve the quality and frequency of transit service and increase ridership by identifying how existing resources can be better used; developing new capacity; making modifications to the existing public transit system; ensuring better integration between transit providers and various modes of transportation; evaluating the relative impact of planned improvements to the system; assessing fare structures; and supporting new development on vacant or underutilized land with high levels of transit availability.</p> |   |
| <p><b>County Projects (Cook County)</b></p>  | <p><b>Agency Total:<br/>\$312,500</b></p> |

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