



## UNIFIED WORK PROGRAM

### AGENDA - FINAL

Wednesday, February 7, 2024

1:00 PM

**Cook Conference Room**  
**433 West Van Buren Street, Suite 450**  
**Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until February 6, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/83728827913?pwd=KXrevOQWXjQH9KsAlPeu82ErbvCa3B.1>

Meeting ID: 837 2882 7913

Passcode: 628668

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CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).

**1.0 Call To Order****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from January 17, 2024**[24-047](#)

ACTION REQUESTED: Approval

**Attachments:** [UWP Meeting Minutes 17-Jan-2024](#)**4.0 New Business****4.01 Proposed FY 2025 Unified Work Program (UWP)**[24-050](#)

PURPOSE & ACTION: Staff requests committee consideration and a recommendation of approval to the Transportation Committee for the Proposed FY 2025 Unified Work Program (UWP) and authorization to complete typographical edits and updates to the document appendices.

ACTION REQUESTED: Approval

**Attachments:** [UWP\(Memo\) Proposed FY 2025 UWP 02072024](#)  
[Proposed FY2025 Unified Work Program](#)**5.0 Committee Member Updates****5.01 UWP Committee Member updates**[24-049](#)

ACTION REQUESTED: Information

**6.0 Other Business****7.0 Public Comment**

This is an opportunity for comments from members of the audience.

**8.0 Next Meeting**

The next meeting is scheduled for May 8, 2024 at 1:00 PM.

**9.0 Adjournment**



**UNIFIED WORK PROGRAM**

**MEETING MINUTES - DRAFT**

Wednesday, January 17, 2024

1:00 PM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until Tuesday, January 16, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/83728827913?pwd=KXrevOQWXjQH9KsAlPeu82ErbvCa3B.1>

Meeting ID: 837 2882 7913

Passcode: 628668

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CMAF provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAF's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAF at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).

## 1.0 Call To Order

Chair Megan Swanson called the meeting to order at 1:00 PM., reminded the members that the meeting was being live-streamed, and provided logistical announcements.

**Present:** IDOT Representative, CMAP Representative, CTA Representative, City of Chicago Representative, Counties Representative, Metra Representative, CoM Representative, and RTA Representative

**Absent:** Pace Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative, and IEPA Representative

Members present:

- IDOT - Megan Swanson
- CMAP - Alex Ensign
- CDOT - Buck Doyle
- Counties - Scott Hennings
- CTA - Christina Bader
- Metra - Jack Malec
- RTA - Heather Mullins
- Council of Mayors - Heidi Lichtenberger (arrived during item 4.02)
- FHWA - Todd Schmidt (non-voting, virtual)

CMAP staff present: Kama Dobbs, Sarah Stolpe, Teri Dixon, You Zhou, Aimee Lee, Evan Hay, Jon Haadsma, Ryan Thompto, Sean Connelly

Others present: Brandon Geber, Leslie Rauer, Michael Vanderhoof, Sidney Kenyon, George Kandathil, Peter (no last name)

## 2.0 Agenda Changes and Announcements

No agenda changes were requested.

## 3.0 Approval of Minutes

### 3.01 Minutes from October 23, 2023

[24-018](#)

**Attachments:** [UWP Meeting Minutes 23-Oct-2023](#)

*A motion was made by RTA Representative, seconded by CMAP Representative, that the minutes be approved. The motion carried by a voice vote.*

## 4.0 New Business

### 4.01 2024 UWP Committee Schedule

[24-022](#)

**Attachments:** [UWP 2024 Meeting Schedule](#)

*A motion was made by Metra Representative, seconded by City of Chicago Representative, that the agenda item be approved. The motion carried by a voice vote.*

**4.02 FY2025 UWP Core Budget**[24-020](#)

**Attachments:** [UWP\(Memo\) FY25 Core Program 01172024](#)

CMAAP staff Kama Dobbs presented an overview of the core program. The combined proposals, including CMAAP's, totaled in \$34 million. Staff reviewed the proposals and requested clarification or revisions from partners, centered around re-distributing personnel and expenses across different activities. The final core budget was adjusted to \$33 million, the budget was presented by activity type and agency. A comparison to previous core budgets was shown.

CTA representative Bader asked if there would be more detail provided on CMAAP's activities. CMAAP staff replied that the narrative will be included in the draft UWP document, which will be provided for the next UWP meeting.

Counties representative Hennings explained that the request made by the Counties was reflective of the new core methodology and future proposals will be adjusted and likely increased. CTA representative Bader asked how CMAAP will balance an increased request next year. CMAAP staff responded that proposals will be considered, there will be negotiation and revision to come to an agreed upon proposal.

RTA representative Mullins asked why CMAAP's requested budget has increased in previous years. CMAAP staff replied that the scope of the agency has increased in previous years due to IJJA and other large federal funding sources.

Council of Mayors representative Heidi Lichtenberger arrived during discussion of this item.  
*The agenda item was discussed.*

**4.03 FY2025-2029 UWP Competitive Program**[24-021](#)

**Attachments:** [UWP\(Memo\) FY25-29 Competitive Program 01172024](#)  
[FY25-29 UWP Competitive Proposal Summaries](#)

CMAAP staff Kama Dobbs provided an overview on the competitive program proposals, staff recommendations, and next steps. Four projects were submitted for competitive consideration. Proposals were reviewed, providing an overview of the project and how the proposal was scored based on the competitive methodology criteria. Staff recommends funding all requests, however staff recommends splitting the funding of the I-290/Blue Line corridor project across FY25 and FY26. Future core requests will likely need to be responsive to the amount of funds committed to future year competitive projects. CMAAP will post the proposed competitive program for public comment, the program will be considered for recommended approval by the UWP committee in its next meeting followed by Transportation Committee and MPO Policy Committee approval.

RTA representative Mullins asked how the decision was made to split the funding for the I-290/Blue Line corridor. CTA representative Bader replied that it was decided through conversation with CMAAP.

Counties representative Hennings asked if there is an understanding of what the demand for future competitive program funds will be. CMAAP staff responded that seeing one cycle of the new methodology will provide more context, CMAAP expects to see increased requests in the future.

RTA representative Mullins asked how the amount of funding available for the competitive program

was decided and how funds will be committed in future years. CMAP staff replied that an effort was made to include as much of the core proposal as possible and balance the funds, adjustments made this year allowed all projects to be funded.

*The agenda item was discussed.*

## **5.0 Committee Member Updates**

### **5.01 UWP Committee Member updates**

[24-019](#)

Metra representative Malec provided an update on the sustainability plan project, the project is being kicked off shortly with a meeting with the project consultant.

City of Chicago representative Doyle provided an update on Chicago Business District multi-modal project, the project has kicked off and consultant coordination has begun.

*The agenda item was discussed.*

## **6.0 Other Business**

No other business was brought to the committee.

## **7.0 Public Comment**

This is an opportunity for comments from members of the audience.

No public comment was received.

## **8.0 Next Meeting**

The next meeting is scheduled for February 7, 2024 at 1:00 PM.

## **9.0 Adjournment**

Metra Representative motioned to adjourn, seconded by Council of Mayors Representative, the motion passed via voice vote.

The meeting was adjourned at 1:37 pm.

Minutes prepared by Ryan Ehlke.

## MEMORANDUM

**To:** CMAP UWP Committee

**From:** CMAP Staff

**Date:** January 31, 2024

**Subject:** Proposed FY 2025 Unified Work Program (UWP)

**Purpose:** Staff requests committee consideration and a recommendation of approval to the Transportation Committee for the Proposed FY 2025 Unified Work Program (UWP) and authorization to complete typographical edits and updates to the document appendices.

**Action Requested:** Approval

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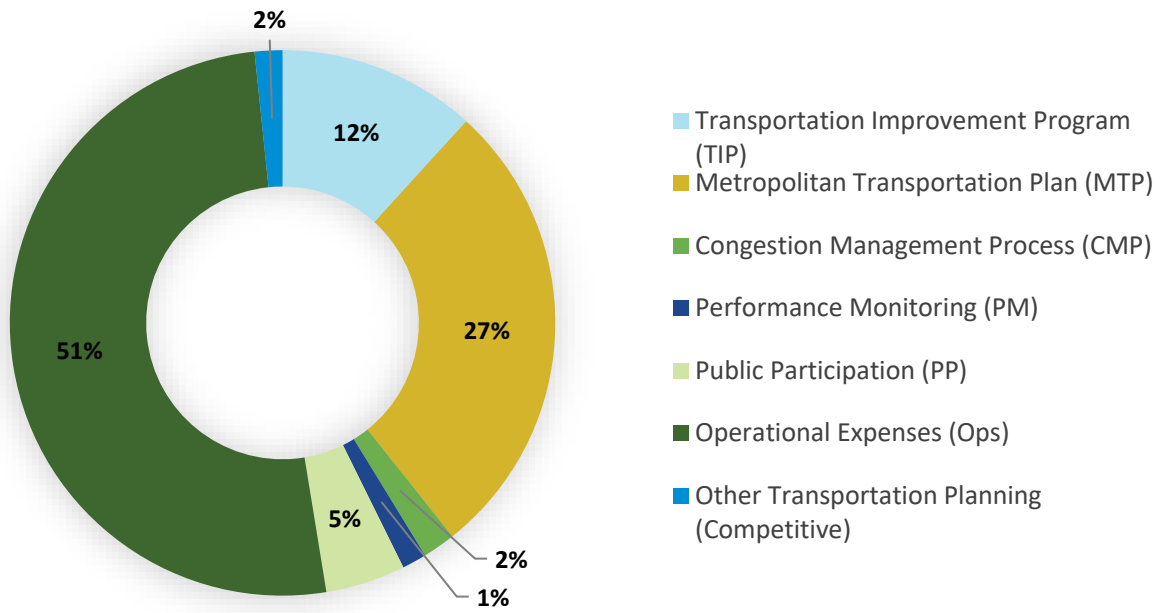
On November 28, 2023, CMAP staff issued a call for FY 2025 Unified Work Program (UWP) core and FY 2025 – 2029 competitive funding proposals in accordance with the [Unified Work Program Development Methodology](#) approved by the UWP Committee on October 23, 2023. Individual proposals and staff recommendations were reviewed with the committee on January 17, 2024. The staff recommended FY 2025 – 2029 Competitive Program was made available for public comment through January 26, 2024. No comments were received.

Staff has compiled the proposals into the Proposed FY 2025 Unified Work Program (UWP) for the committee’s review and consideration for a recommendation of approval to the Transportation Committee. The proposed UWP includes FY 2025 funding summaries, details of the FY 2025 core program activities, and details of the recommended FY 2025 – 2029 competitive program projects. Highlights from the proposed UWP are provided below.

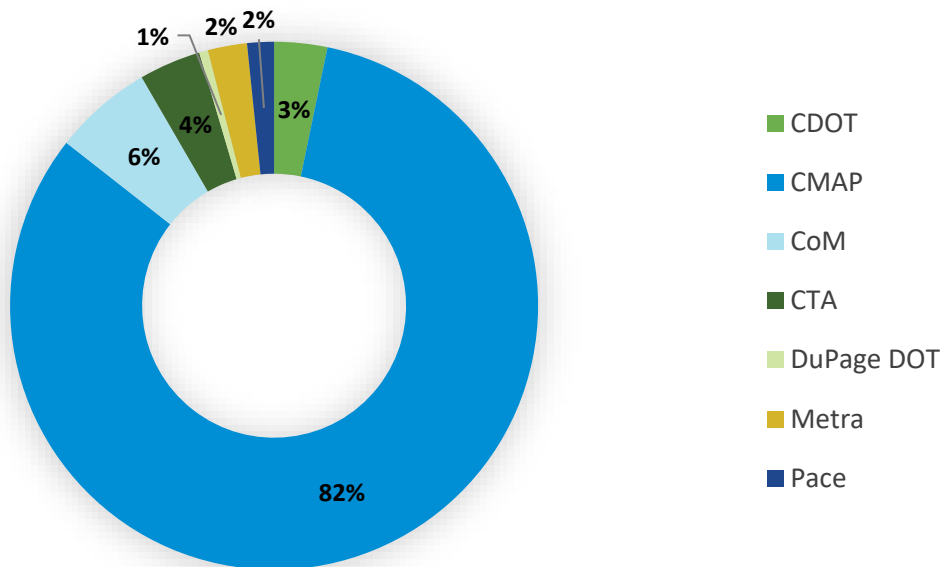
### **FY 2025 Funding Summary**

FY 2025 UWP funds will be allocated to CMAP, CTA, the City of Chicago, the Subregional Councils of Mayors, Metra, Pace, and DuPage County for core and competitive transportation planning activities. Figure 2 below summarizes the allocation of funding by agency. Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

**Figure 1. FY 2025 UWP budget by major activity**



**Figure 2. FY 2025 UWP budget by agency**



The FY 2025 UWP includes over \$1.3 million for activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including \$563,490 in the competitive program and more than \$800,000 in the core program. This is nearly 4% of the total UWP budget, exceeding the 2.5% that is required by the Infrastructure Investment and Jobs Act (IIJA).



## FY 2025 Core Program

The core program consists of six major activities. The overall budget for those activities is provided below.

**Table 1. FY25 core budget by activity**

	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Transportation Improvement Program (TIP)</b>	\$3,404	\$634	\$4,038	\$3,230	\$808
<b>Metropolitan Transportation Plan (MTP)</b>	\$5,083	\$4,373	\$9,456	\$7,565	\$1,891
<b>Congestion Management Process (CMP)</b>	\$152	\$515	\$667	\$534	\$133
<b>Performance Monitoring (PM)</b>	\$477	\$20	\$497	\$398	\$99
<b>Public Participation (PP)</b>	\$1,402	\$222	\$1,625	\$1,300	\$325
<b>Operational Expenses (Ops)</b>	\$9,047	\$8,437	\$17,485	\$13,988	\$3,497
<b>GRAND TOTAL</b>	\$19,566	\$14,201	\$33,767	\$27,014	\$6,753

*All figures in thousands of dollars*

## FY 2025 – 2029 Competitive Program

One-time planning studies or activities that support, implement, inform, and/or complement the MPO’s required work, and are aligned with CMAP’s Strategic Direction and federal planning factors but are not ongoing core activities are funded through a multi-year competitive program. During the call for FY 2025-2029 competitive projects, four applications were received. Three of the four applications included requests for funding to be programmed in FY 2025. All projects are recommended for funding, as summarized below.

**Table 2. Recommended FY2025-2029 UWP Competitive Program**

Sponsor	Project	Total Cost	Recommended by FY				
			FY25	FY26	FY27	FY28	FY29
CTA	I-290/Blue Line Corridor Program (PMO Funding)	\$750	\$250	\$500	\$0	\$0	\$0
Metra	Targeted Station Ridership Counts	\$225	\$165	\$60	\$0	\$0	\$0
DuPage County	Bicycle and Pedestrian Plan	\$148	\$148	\$0	\$0	\$0	\$0
Metra	Origin/Destination Survey	\$750	\$0	\$509	\$242	\$0	\$0
<b>Total</b>			<b>\$563</b>	<b>\$1,069</b>	<b>\$242</b>	<b>\$0</b>	<b>\$0</b>
Federal (80%)			\$451	\$855	\$193	\$0	\$0
Sponsor Match (20%)			\$113	\$214	\$48	\$0	\$0

*All figures in thousands of dollars*

In addition to the programs highlighted above, the proposed UWP document contains several appendices, detailing sources of local match, civil rights and environmental justice requirements, staff requirements, audit requirements, an acronym list, a summary of non-UWP

funded transportation planning studies, a discussion of UWP development, monitoring, and reporting processes, and core budget details. Staff requests authorization from the committee to make further updates to several of these appendices and requests assistance from committee members with making these updates. Specifically, committee members are asked to review and update the status of their individual Equal Employment Opportunity (EEO) and Disadvantaged Business Enterprise (DBE) program compliance information in Appendix B and to update their non-UWP funded planning study information in Appendix F. Staff will provide these appendices to members in an editable format to facilitate the updates.

UWP Committee consideration and a recommendation for Transportation Committee approval for a recommendation for final approval by the MPO Policy Committee is requested, along with authorization for staff to make typographical edits and updates to the appendices.

Transportation Committee consideration is scheduled for March 1, 2024, followed by MPO Policy Committee consideration on March 14, 2024. Upon final approval, the UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2024.

FY2025

**CMAP**

**proposed unified  
work program**



## Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

The Metropolitan Planning Organization (MPO) Policy Committee was formed in 1955 to develop the first comprehensive long-range transportation plan for the northeastern Illinois region. In 1981, the Illinois governor and northeastern Illinois local officials [designated](#) the MPO Policy Committee as the metropolitan planning organization for the region.

The Chicago Metropolitan Agency for Planning (CMAP) provides staff support to carry out the transportation planning and programming activities described in this Unified Work Program (UWP). CMAP, together with its many transportation, transit, and local community partners, has been tasked with collaborating to plan, develop, and maintain an affordable, safe, and efficient transportation system for the region. It is the Policy Committee that provides the forum through which local decision makers develop and implement regional plans and programs.

This document was prepared by CMAP and is sponsored by the agencies on the MPO Policy Committee. The report has been funded by the U.S. Department of Transportation (USDOT) through its agencies, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and authorized by the State of Illinois.

CMAP is directed by the State of Illinois to conduct a wide variety of community and land use planning functions on behalf of the seven counties in northeastern Illinois. Due to the interconnected nature of transportation, transit, community, and land use planning, it is critically important that this work be conducted in tandem, and each be informed by the other. This allows changes to the region's systems to be considered collectively and helps to optimize investment and outcomes. To do this work, the agency uses Unified Work Program (UWP) funds complemented by a diverse set of other funding sources, including grants and local dues. The complete outline of CMAP's annual services is included in the [FY2025 CMAP budget and regional work plan](#), which is a companion document to the UWP.

# Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

## MPO Policy Committee

### Municipal government

**Jeffery Schielke**, Mayor, City of Batavia  
Council of Mayors

**Vig Krishnamurthy**, Managing Deputy  
Commissioner  
Chicago Department of Transportation

### Counties

**Jennifer “Sis” Killen, P.E., PTOE**,  
Superintendent  
Cook County Department of Transportation  
and Highways

**Deborah Conroy**, County Board Chair  
DuPage County

**Corrine Pierog**, County Board Chair  
Kane County

**Scott Gengler**, County Board Vice-Chair  
Kendall County

**Sandy Hart**, County Board Chair  
Lake County

**Michael Buehler**, County Board Chair  
McHenry County

**Jennifer Bertino-Tarrant**, County Executive  
Will County

### Federal agencies (advisory)

**Christopher Hall**, Acting Division Administrator  
Federal Highway Administration

**Kelley Brookins**, Regional Administrator  
Federal Transit Administration

### Regional agencies

**Leanne Redden**, Executive Director  
Regional Transportation Authority

**Frank Beal**, Board Member  
Chicago Metropolitan Agency for Planning

**Matthew Brolley**, Board Member  
Chicago Metropolitan Agency for Planning

### Operating agencies

**Dorval Carter**, President  
Chicago Transit Authority

**Thomas Evenson**, Senior Director of Public  
Affairs, Union Pacific Railroad  
Class 1 Railroad Companies

**Omer Osman (Chair)**, Secretary  
Illinois Department of Transportation

**Cassandra Rouse**, Executive Director  
Illinois State Toll Highway Authority

**Jim Derwinski**, Executive Director/Chief  
Executive Officer  
Metra

**Richard Kwasneski**, Chairman of the Board  
Pace

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

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# Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

## Section I: Executive summary

### Introduction

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 percent non-federal match. The UWP funds are allocated for operating activities and contractual services. The Illinois Department of Transportation (IDOT) requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2024, to June 30, 2025).

This UWP was developed by staff in accordance with [23 CFR § 450.308](#), the IDOT Metropolitan Planning Organization [Cooperative Operations Manual](#), and the UWP [development methodology](#) established by CMAP's UWP Committee in October 2023. The UWP Committee consists of eight voting members who represent the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Regional Council of Mayors, and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include FHWA and FTA, and a currently vacant position for the Illinois Environmental Protection Agency (IEPA).

The UWP has two components: the core planning activities necessary to meet federal Metropolitan Planning requirements and other transportation planning activities, such as planning for safe and complete streets, and conducting subregional and project-specific studies that support federal planning factors, state planning efforts, and the strategic goals of the region. Most of the core annual metropolitan transportation planning work is performed by CMAP staff. However, due to the size and complexity of the CMAP region, and long-standing working relationships with partner agencies, CMAP relies on those partners to complete a modest portion of the work. Other transportation planning activities are carried out by partner agencies through the competitive call for transportation planning projects.

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 Infrastructure Investment and Jobs Act (IIJA). CMAP's [Strategic Direction](#) for advancing the recommendations of [ON TO 2050](#) also guides the prioritization of planning activities.

The staff-developed UWP was reviewed by the UWP Committee on February 7, 2024 and forwarded to the CMAP Transportation Committee for consideration on March 1, 2024. The CMAP Board will consider the UWP as part of CMAP's Comprehensive Budget on February 14, 2024. The MPO Policy Committee will consider approval of the UWP on March 14, 2024.

# Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

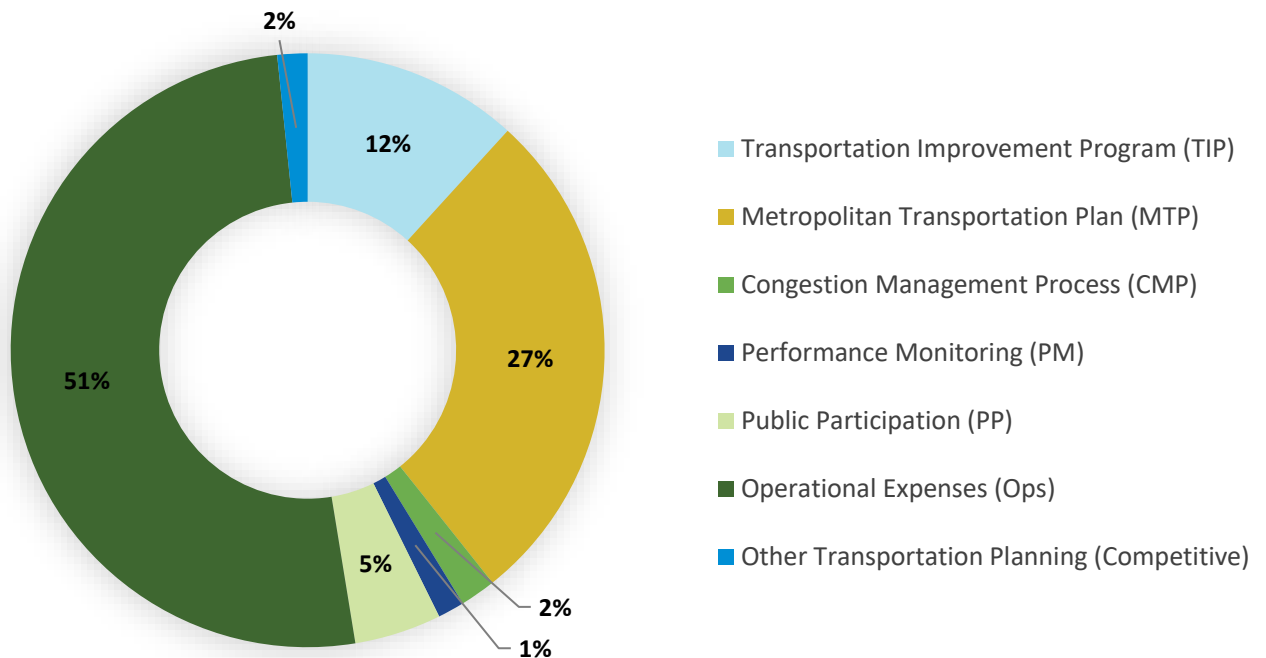
## FY 2025 Funding Summary

The FY25 UWP budget totals \$34,330,783. This includes \$27,464,626 in FHWA and FTA metropolitan planning funds and \$6,866,157 in state and local matching funds. It is anticipated that the State of Illinois will pass a budget for FY25 that includes this funding.

Core planning activities make up 98% of the proposed budget, with other transportation planning activities identified through the competitive program filling the remaining 2% of the program. Figure 1 below illustrates the share of funding by major activity.

FY25 UWP funds will be allocated to CMAP, CTA, the City of Chicago, the Subregional Councils of Mayors, Metra, Pace, and DuPage County for core and competitive transportation planning activities. Figure 2 below summarizes the allocation of funding by agency. Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

Figure 1. FY 2025 UWP budget by major activity

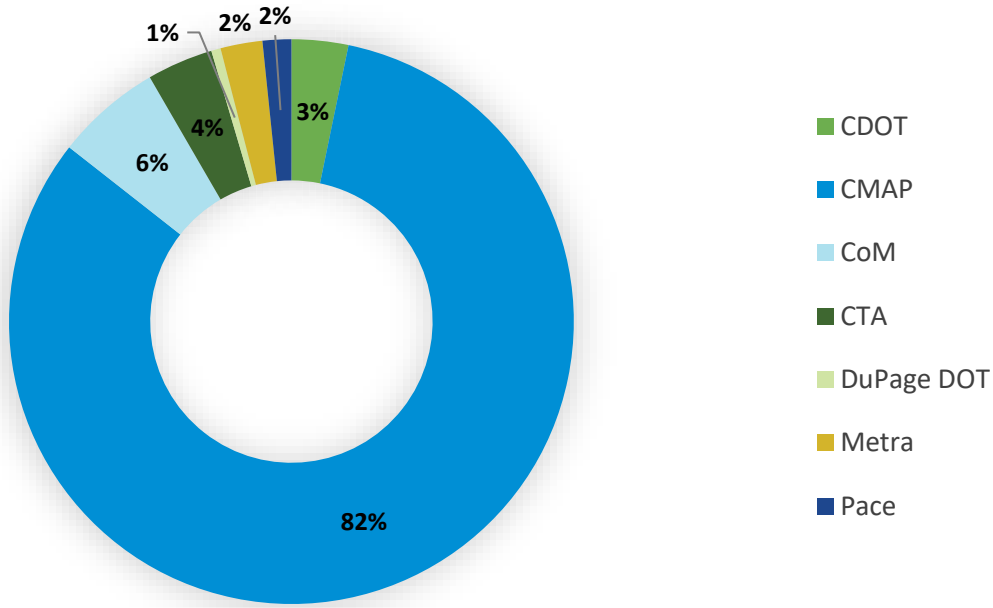




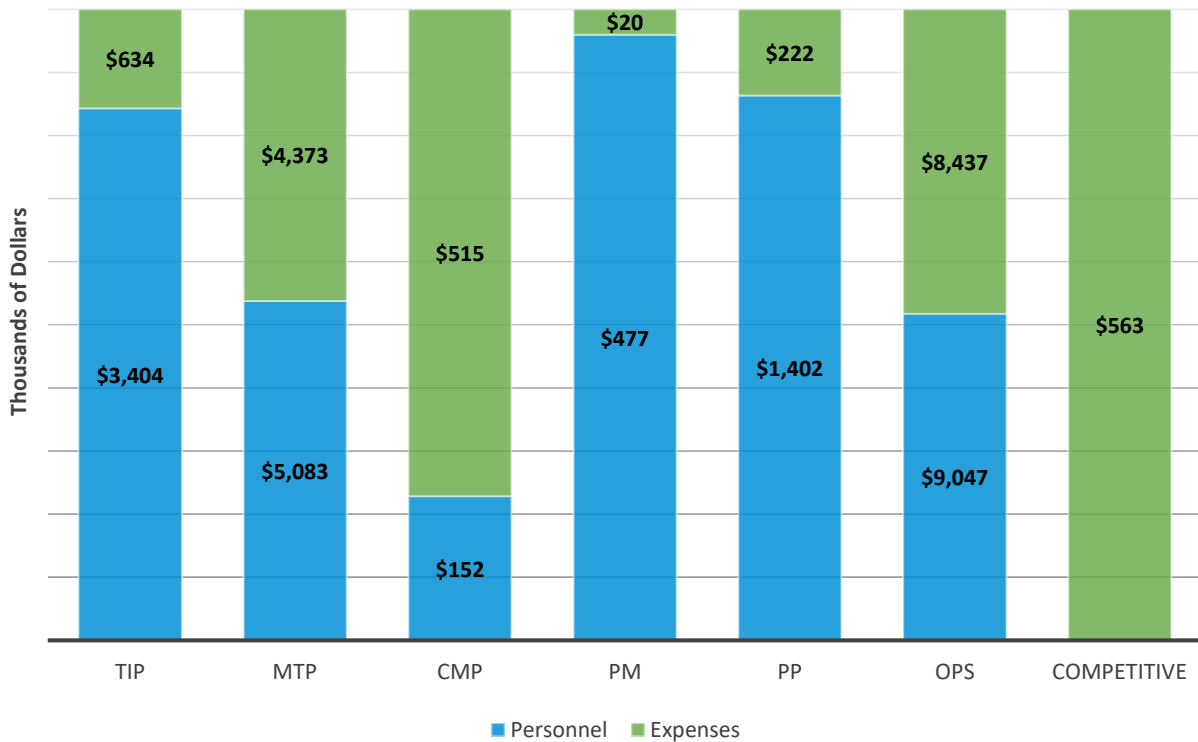
# Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

**Figure 2. FY 2025 UWP budget by agency**



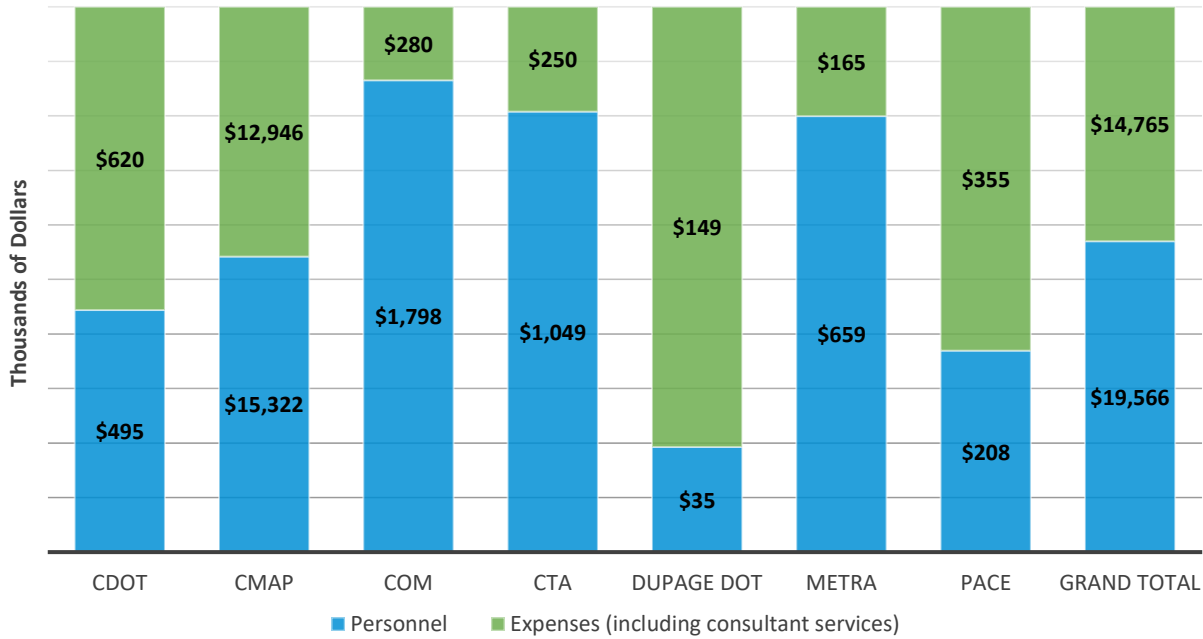
**Figure 3. Personnel vs. expense costs, by activity**



## Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2024 – June 30, 2025)

**Figure 4. Personnel vs. expense costs, by agency**



### Safe and Accessible Transportation Options

The IIJA (§ 11206) requires MPO’s to spend not less than 2.5% of federal metropolitan planning funds apportioned to them annually to carryout activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities are primarily accomplished through the competitive program. For FY 2025, \$858,270 must be allocated for these activities. Within the competitive program, \$563,490 is programmed for these activities. Within CMAP’s Metropolitan Transportation Plan (MTP) core program, there is more than \$800,000 budgeted for the Accessibility Program Area, the I-290 Blue Line Corridor, the Plan of Action for Regional Transit (PART), and the Safe Travel for All Roadmap (STAR) program. All of these programs contribute to increasing safe and accessible options within the region.

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

## Section II: FY2025 Core program

### Introduction

As the Metropolitan Planning Organization (MPO) for the Northeast Illinois region, CMAP must carry out certain planning activities and produce specific work products. This work is carried out primarily by CMAP staff, but some core program functions are also performed by these eligible partner agencies: the Chicago Department of Transportation (CDOT), the seven counties within the CMAP planning area (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will), the eleven subregional Councils of Mayors (Central, DuPage, Kane/Kendall, Lake, McHenry, North Central, North Shore, Northwest, South, Southwest, and Will), the Regional Transportation Authority (RTA), and the three transit service boards (CTA, Metra, and Pace). The core program is for on-going work, not for one-time studies or projects. Occasionally consultant support may be needed to complete core program work; however, the majority should be completed by staff. Administrative support staff, commodities, professional services, and general operating costs for the MPO are provided by CMAP and are a part of the overall core program budget.

The core program consists of six major activities. The overall budget for those activities is provided below, followed by details of each activity. More detailed budgets, including personnel and expenses by task within each activity are documented in Appendix H.

**Table 1. FY25 core budget by activity**

	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Transportation Improvement Program (TIP)</b>	\$3,404	\$634	\$4,038	\$3,230	\$808
<b>Metropolitan Transportation Plan (MTP)</b>	\$5,083	\$4,373	\$9,456	\$7,565	\$1,891
<b>Congestion Management Process (CMP)</b>	\$152	\$515	\$667	\$534	\$133
<b>Performance Monitoring (PM)</b>	\$477	\$20	\$497	\$398	\$99
<b>Public Participation (PP)</b>	\$1,402	\$222	\$1,625	\$1,300	\$325
<b>Operational Expenses (Ops)</b>	\$9,047	\$8,437	\$17,485	\$13,988	\$3,497
<b>GRAND TOTAL</b>	\$19,566	\$14,201	\$33,767	\$27,014	\$6,753

*All figures in thousands of dollars*

### Transportation Improvement Program (TIP)

The work performed in this category helps create and maintain a prioritized, fiscally constrained transportation improvement program for northeastern Illinois, which is consistent with the metropolitan transportation plan (currently ON TO 2050), functional plans, and federal rules. Development and documentation of the transportation programming process, implementing the process through the development, monitoring, and updating of the fiscally constrained project listing utilizing the eTIP database, and reporting on the accomplishments, including the annual obligation of federal funds, are major tasks within the category. This category also

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includes the direct programming of certain federal fund sources and participating in, monitoring, and reporting on project implementation progress.

### Major deliverables

Description	Responsible agencies	Schedule
Project status updates	All	Quarterly
TIP amendments and modifications, including conformity analyses	All	Ongoing and according to CMAP's Master Transportation Schedule and the IDOT Region 1 Letting Schedule
Federal coordination materials, including project funding documents	CDOT, Councils of Mayors	Ongoing
eTIP database	CMAP	Ongoing
TIP programmer resource documents and web pages	CMAP	As needed
TIP training	CMAP	Delivered by CMAP to all partner agencies as needed
Federal fund source programs, including call for projects materials, funding applications, project selection methodologies, and program management resources and documents	CMAP, CDOT, Councils of Mayors	Annual (even years: regional programs; odd years: local programs)
Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information for distribution to council members and interested parties in newsletters and/or emails	Councils of Mayors	Ongoing
Annual and 5-year capital programs, including FTA formula programs	CTA, Metra, Pace	Annual

### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	2	\$355	\$310	\$665	\$532	\$133
CMAP	3	\$667	\$316	\$983	\$786	\$197
CoM	7	\$827	\$8	\$835	\$668	\$167
CTA	4	\$929	\$0	\$929	\$743	\$186
DuPage DOT	<1	\$10	\$0	\$10	\$8	\$2
Metra	3	\$537	\$0	\$537	\$429	\$107
Pace	1	\$79	\$0	\$79	\$63	\$16
<b>TIP Total</b>	<b>20</b>	<b>\$3,404</b>	<b>\$634</b>	<b>\$4,038</b>	<b>\$3,230</b>	<b>\$808</b>

*All figures in thousands of dollars*

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## Metropolitan Transportation Plan (MTP)

The work performed in this category comprises the planning, research, data collection, modeling, analysis, and regional coordination required to develop, evaluate, update, and implement the region’s long-range metropolitan transportation plan. Other planning work that implements the broader regional comprehensive plan and addresses the federal planning factors in [Title 23 § 450.306](#), such as increasing the safety, security, resiliency, or reliability of the transportation system, supporting the economic vitality of the region, and protecting and enhancing the environment, promoting energy conservation, improving the quality of life, and promoting consistency between transportation improvements and State and local planned growth, housing, and economic development patterns, is also included in this category. Local technical assistance is provided to transit partners, counties, and municipal partners within this category.

### Major deliverables

Description	Responsible agencies	Schedule
Planning study/technical analysis reports	CDOT	As needed
2025 Priority Project booklet	CMAP	Ongoing
2026 Regional Transportation Plan	CMAP	Ongoing
Accelerated infrastructure delivery	CMAP	Ongoing
Accessibility program	CMAP	Ongoing
Advanced travel model implementation	CMAP	Ongoing
Air quality and water resources program	CMAP	Ongoing
Air quality and water resources program	CMAP	Ongoing
Applied research	CMAP	Ongoing
Equity program	CMAP	Ongoing
Housing and land use program	CMAP	Ongoing
Local socioeconomic forecasts	CMAP	Ongoing
Multi-Year Household Travel Survey	CMAP	Ongoing
Northeastern Illinois Development Database (NDD / NIDD)	CMAP	Ongoing
Regional climate action plan	CMAP	Ongoing
Regional economy framework	CMAP	Ongoing
Regional freight system assessment	CMAP	Ongoing
Resilience funding program coordination	CMAP	Ongoing
RSP evaluation criteria	CMAP	Ongoing
Safe Travel for All Roadmap (STAR) program	CMAP	Ongoing
Technical assistance program	CMAP	Ongoing
Transit and vision program	CMAP	Ongoing
Transportation investment strategies	CMAP	Ongoing

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Description	Responsible agencies	Schedule
Transportation resilience policy and tools	CMAP	Ongoing
Travel demand forecasting	CMAP	Ongoing
Traffic counts	DuPage DOT	Annual
Travel demand data	DuPage DOT	As needed
Ridership, socio-economic, emissions modeling, etc. data required for MTP	Metra	Upon request by CMAP

### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	33	\$123	\$310	\$433	\$346	\$87
CMAP	29	\$4,528	\$4,063	\$8,591	\$6,872	\$1,718
CoM	3	\$323	\$1	\$324	\$259	\$65
CTA	<1	\$69	\$0	\$69	\$55	\$14
DuPage DOT	<1	\$16	\$0	\$16	\$13	\$3
Metra	<1	\$25	\$0	\$25	\$20	\$5
<b>MTP Total</b>	<b>33</b>	<b>\$5,083</b>	<b>\$4,373</b>	<b>\$9,456</b>	<b>\$7,565</b>	<b>\$1,891</b>

*All figures in thousands of dollars*

### Congestion Management Process (CMP)

The work performed in this category defines the congestion management process (CMP) that provides for safe and effective integrated management and operation of the multimodal transportation system through the use of travel demand reduction, job access projects, and operational management strategies. The CMP describes an ongoing, systematic method of managing congestion that provides information about both system performance and potential alternatives for solving congestion-related problems.

### Major deliverables

Description	Responsible agencies	Schedule
Congestion management process update	CMAP	Ongoing
Travel Time Index (TTI) geodatabase	DuPage DOT	Q1 through Q2
Travel Time Index (TTI) spreadsheet(s)	DuPage DOT	Q1 through Q2
CMP data	Metra	As needed
Shared mobility program administration	Pace	Ongoing
Shared mobility program development: employer outreach	Pace	Q1

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Description	Responsible agencies	Schedule
Shared mobility program development: improvements to ride matching tool	Pace	Q2 through Q3
Shared mobility program development: review of costs and coordination for updating rideshare signs	Pace	Q1 through Q4

### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	<1	\$94	\$160	\$254	\$203	\$51
DuPage DOT	<1	\$8	\$0	\$8	\$6	\$2
Pace	<1	\$50	\$355	\$405	\$324	\$81
<b>CMP Total</b>	<b>1</b>	<b>\$152</b>	<b>\$515</b>	<b>\$667</b>	<b>\$534</b>	<b>\$133</b>

*All figures in thousands of dollars*

### Performance Monitoring (PM)

The work performed in this category allows the MPO to collect and analyze the data necessary to establish targets for the measures established under 23 CFR part 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d), to track progress toward achieving the targets, to consider capital programming and policy implications and alignment for achieving the targets, and to report on that progress, including providing a system performance report as part of the Metropolitan Transportation Plan.

### Major deliverables

Description	Responsible agencies	Schedule
Performance targets	CMAP	Ongoing
Pavement Condition Rating System (CRS) geodatabase	DuPage DOT	Biennially
Pavement Condition Rating System (CRS) spreadsheet(s)	DuPage DOT	Biennially
Data or information, such as asset condition, facility use, ridership, etc	Metra	Upon request by CMAP
Pace Bus Transit Asset Management Plan program administration	Pace	Ongoing

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### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	2	\$192	\$20	\$212	\$169	\$42
CoM	1	\$64	\$0	\$64	\$51	\$13
CTA	<1	\$51	\$0	\$51	\$41	\$10
DuPage DOT	<1	\$1	\$0	\$1	\$1	\$0
Metra	<1	\$90	\$0	\$90	\$72	\$18
Pace	<1	\$79	\$0	\$79	\$63	\$16
<b>PM Total</b>	<b>4</b>	<b>\$477</b>	<b>\$20</b>	<b>\$497</b>	<b>\$398</b>	<b>\$99</b>

*All figures in thousands of dollars*

### Public Participation (PP)

All MPO activities must be conducted in an open and transparent manner, and the public must be able to easily participate in the planning activities of the MPO. To ensure that this occurs, the MPO must develop and implement a public participation plan that defines the process for providing individuals, affected public agencies, and other interested parties with reasonable opportunities to be involved.

### Major deliverables

Description	Responsible agencies	Schedule
Agenda management and committee support	CMAP	Ongoing
CMAP data hub	CMAP	Ongoing
CMAP website and social media platforms	CMAP	Ongoing
Communications program	CMAP	Ongoing
Community Alliance for Regional Equity	CMAP	Ongoing
Intergovernmental affairs program	CMAP	Ongoing
Local government network (LGN)	CMAP	Ongoing
Public engagement tools, platforms, contact database	CMAP	Ongoing
Public opinion polls	CMAP	Ongoing
Calendar of council meetings	Councils of Mayors	Q3, with updates as needed
Council meeting agendas, materials, and minutes	Councils of Mayors	Ongoing
Council newsletters (email distributions)	Councils of Mayors	Ongoing (schedule varies)
Council websites/pages	Councils of Mayors	Ongoing
Funding program applications	CTA	Annually



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### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	<1	\$17	\$0	\$17	\$13	\$3
CMAP	6	\$1,084	\$214	\$1,298	\$1,039	\$260
CoM	2	\$293	\$8	\$301	\$241	\$60
Metra	<1	\$8	\$0	\$8	\$7	\$2
<b>PP Total</b>	<b>8</b>	<b>\$1,402</b>	<b>\$222</b>	<b>\$1,625</b>	<b>\$1,300</b>	<b>\$325</b>

*All figures in thousands of dollars*

### Operational Expenses (Ops)

Administrative activities, commodities, services, and general operating expenses are encompassed in this category.

### Major deliverables

Description	Responsible agencies	Schedule
Quarterly reports	All	Quarterly

### Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	77	\$8,757	\$8,174	\$16,930	\$13,544	\$3,386
CoM	2	\$290	\$264	\$554	\$443	\$111
<b>Ops Total</b>	<b>59</b>	<b>\$9,047</b>	<b>\$8,437</b>	<b>\$17,485</b>	<b>\$13,988</b>	<b>\$3,497</b>

*All figures in thousands of dollars*

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## Section III: FY2025-2029 Competitive Program

### Introduction

In addition to the core planning activities and work products, CMAP and its partners may also complete one-time planning studies or activities that support, implement, inform, and/or complement the MPO’s required work, and are aligned with CMAP’s Strategic Direction and federal planning factors but are not ongoing core activities. These activities are funded through a competitive program.

Beginning with development of the FY 2025 UWP, CMAP is committed to developing a multi-year program of transportation planning projects. Multi-year programming has been successful for programming implementation projects for many years in the region and helps agencies better prepare to start work on time. Multi-year programming also provides a mechanism for spreading project costs across multiple years of the UWP, better matching the actual schedule of work and expenditure of funds. Although funds programmed in out years is contingent on annual funding availability, CMAP has committed to allocating no less than \$1 million per year to the competitive program. This includes 2.5% of the region’s annual metropolitan planning funds, which will be programmed only for activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

During the call for FY2025-2029 competitive projects, only four applications were received. Three of the four applications included requests for funding to be programmed in FY2025. All projects are recommended for funding, as summarized below. Descriptions of the projects follow the funding summary.

**Table 2. Recommended FY2025-2029 UWP Competitive Program**

Sponsor	Project	Total Cost	Recommended by FY				
			FY25	FY26	FY27	FY28	FY29
CTA	I-290/Blue Line Corridor Program (PMO Funding)	\$750	\$250	\$500	\$0	\$0	\$0
Metra	Targeted Station Ridership Counts	\$225	\$165	\$60	\$0	\$0	\$0
DuPage County	Bicycle and Pedestrian Plan	\$148	\$148	\$0	\$0	\$0	\$0
Metra	Origin/Destination Survey	\$750	\$0	\$509	\$242	\$0	\$0
<b>Total</b>			<b>\$563</b>	<b>\$1,069</b>	<b>\$242</b>	<b>\$0</b>	<b>\$0</b>
Federal (80%)			\$451	\$855	\$193	\$0	\$0
Sponsor Match (20%)			\$113	\$214	\$48	\$0	\$0

*All figures in thousands of dollars*

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**CTA: I-290/Blue Line Corridor Program (PMO Funding)**

In order to successfully and efficiently leverage the reconstruction of the Blue Line Forest Park Branch and the I-290 interstate, which lie in the same transportation corridor footprint, the jurisdictional authorities for the facilities and right of way are creating a partnership to address the safety, mobility and condition of the corridor. The Chicago Metropolitan Agency for Planning (CMAP), alongside program partners Chicago Transit Authority (CTA) and the Illinois Department of Transportation (IDOT), are proposing to utilize a Program Management Office (PMO) to provide critical technical support for project sequencing, financing, coordination and public engagement. The requested UWP funding will provide for CTA’s funding contribution towards the PMO office.

**Proposed schedule**

Procurement: 01/01/2024 - 05/31/2024  
 Completion of Work: 07/01/2024 - 06/30/2025  
 Initial Invoice: 7/31/2024  
 Final Invoice: 6/30/2025

**Budget Summary**

	FY25	FY26	FY27	FY28	FY29	Total
<b>Agency Personnel</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Agency Expenses</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Consultant Services</b>	\$250	\$500	\$0	\$0	\$0	\$750
<b>Grand Total</b>	\$250	\$500	\$0	\$0	\$0	\$750

*All figures in thousands of dollars*

**Project assessment**

Advances CMAP's Strategic Direction	
Clear and strong alignment	x
Potential or partial alignment	
Address federal planning factors	
Economic vitality	x
Safety	x
Security	x
Accessibility and mobility (people and freight)	x
Environment and quality of life	x
Integration and connectivity	x
Efficient system management and operations	x
Preservation of the existing system	x
Resiliency and reliability	x
Travel and tourism	x

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Influences or implements statewide planning efforts	
Long-Range Transportation Plan	x
Strategic Highway Safety Plan	x
Illinois State Freight Plan	x
Transportation Asset Management Plan	
Illinois Carbon Reduction Plan	x
Illinois Statewide Public Transportation Plan	x
Illinois National Electric Vehicle Infrastructure (NEVI) Deployment Plan	
State Electric Vehicle and Vehicle Conversion Planning	
Active Transportation Plan	x
Illinois State Rail Plan	
Illinois Aviation System Plan	
Illinois Marine Transportation Plan	
Intelligent Transportation System Architecture Strategic Plan	
Illinois Rail Needs Assessment	
Connected and Autonomous Vehicle Planning	
Regional cooperation and efficiency	
Extends project reach to multiple jurisdictions	x
Removes redundancy	x
Takes advantage of bulk or volume pricing	x
Establishes a best practice for region	x

### Project Deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Program Management Plan	CTA, IDOT, CDOT, CCDOTH	CMAP will utilize PMO deliverables to assist in facilitation of the joint partnership alongside partners: Program Leaders IDOT and CTA and secondary jurisdictional authorities CDOT and CCDOTH.	Each partner will utilize PMO deliverables to coordinate their respective component projects with the unified program vision.
Master Program Schedule	CTA, IDOT, CDOT, CCDOTH	CMAP will utilize PMO deliverables to assist in facilitation of the joint partnership alongside partners: Program Leaders IDOT and CTA and secondary jurisdictional authorities CDOT and CCDOTH.	Each partner will utilize PMO deliverables to coordinate their respective component projects with the unified program vision.
Program Funding Plan	CTA, IDOT, CDOT, CCDOTH	CMAP will utilize PMO deliverables to assist in	Each partner will utilize PMO deliverables to coordinate

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
		facilitation of the joint partnership alongside partners: Program Leaders IDOT and CTA and secondary jurisdictional authorities CDOT and CCDOTH	their respective component projects with the unified program vision.
Communication Plan	CTA, IDOT, CDOT, CCDOTH	CMAP will utilize PMO deliverables to assist in facilitation of the joint partnership alongside partners: Program Leaders IDOT and CTA and secondary jurisdictional authorities CDOT and CCDOTH.	Each partner will utilize PMO deliverables to coordinate their respective component projects with the unified program vision.

## DuPage County: Bicycle and Pedestrian Plan (Public Involvement and Existing Conditions)

DuPage County DOT will utilize the assistance of a consulting firm that specializes in public engagement to complete an existing conditions report, and to develop and execute a public engagement plan for the DuPage County Bicycle and Pedestrian Plan. This work is the first phase of planning that will focus on the expansion and enhancement of DuDOT’s network, implementing DuPage Safety Action Plan recommendations, and providing access to jobs and recreational amenities for disconnected communities in DuPage County.

### Proposed schedule

Procurement: 12/01/2023 - 07/04/2024  
 Completion of Work: 07/04/2024 - 05/31/2025  
 Initial Invoice: 7/31/2024  
 Final Invoice: 6/30/2025

### Budget summary

	FY25	FY26	FY27	FY28	FY29	Total
Agency Personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services	\$148	\$0	\$0	\$0	\$0	\$148
<b>Grand Total</b>	<b>\$148</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$148</b>

*All figures in thousands of dollars*

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**Project assessment**

<b>Advances CMAP's Strategic Direction</b>	
Clear and strong alignment	
Potential or partial alignment	X
<b>Address federal planning factors</b>	
Economic vitality	
Safety	X
Security	
Accessibility and mobility (people and freight)	X
Environment and quality of life	X
Integration and connectivity	X
Efficient system management and operations	
Preservation of the existing system	
Resiliency and reliability	
Travel and tourism	X
<b>Influences or implements statewide planning efforts</b>	
Long-Range Transportation Plan	X
Strategic Highway Safety Plan	X
Illinois State Freight Plan	
Transportation Asset Management Plan	
Illinois Carbon Reduction Plan	
Illinois Statewide Public Transportation Plan	
Illinois National Electric Vehicle Infrastructure (NEVI) Deployment Plan	
State Electric Vehicle and Vehicle Conversion Planning	
Active Transportation Plan	X
Illinois State Rail Plan	
Illinois Aviation System Plan	
Illinois Marine Transportation Plan	
Intelligent Transportation System Architecture Strategic Plan	
Illinois Rail Needs Assessment	
Connected and Autonomous Vehicle Planning	
<b>Regional cooperation and efficiency</b>	
Extends project reach to multiple jurisdictions	
Removes redundancy	
Takes advantage of bulk or volume pricing	
Establishes a best practice for region	

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### Project Deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
DuPage County Bicycle and Pedestrian Plan - Website	The public, DuPage Municipalities, DMMC, DuPage Forest Preserve, Neighboring counties and councils of government	CMAP can review the website and incorporate feedback from stakeholder/public involvement into future Regional Greenways and Trails Plan updates. The project website can also include public participation information relevant to CMAP work	All listed partners can refer to the website for information, feedback, and contact information about the Plan
Bicycle and Pedestrian Plan Existing Conditions Report	The public, DuPage Municipalities, DMMC, DuPage Forest Preserve, Neighboring counties and councils of government	CMAP can use the ECR as an overview of the existing conditions of the bicycle and pedestrian network in DuPage County	All listed partners can refer to the outputs of the existing conditions report to inform their upcoming bicycle and pedestrian efforts, and to guide discussions with DuPage County about the Plan's aims
Bicycle and Pedestrian Plan Public Engagement Conclusion	The public, DuPage Municipalities, DMMC, DuPage Forest Preserve, Neighboring counties and councils of government	CMAP can use the public's feedback to support its public participation planning process and to guide recommendations related to planned regional bicycle and pedestrian improvements	All listed partners can refer to the outputs of the public involvement process to guide their future efforts

### Metra: Origin/Destination Survey

Metra's mode-of-station-access, mode-of-station-egress, origin, and destination data are used to more accurately predict future ridership and access needs for each station on new and upgrade rail line projects throughout the region. The data will build on previous surveys conducted in 2019, 2016, 2014, 2006, 2002, and earlier and will inform Metra on post-COVID ridership trends, trip purposes, and travel patterns throughout the region. The survey data will also identify the usage of different ticket types for FTA Title VI Reporting purposes.

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## Proposed schedule

Procurement: 07/01/2025 - 01/31/2026  
 Completion of Work: 02/01/2026 - 02/28/2027  
 Initial Invoice: 7/1/2025  
 Final Invoice: 6/1/2027

## Budget summary

	FY25	FY26	FY27	FY28	FY29	Total
Agency Personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services	\$0	\$509	\$242	\$0	\$0	\$750
<b>Grand Total</b>	<b>\$0</b>	<b>\$509</b>	<b>\$242</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750</b>

*All figures in thousands of dollars*

## Project assessment

Advances CMAP's Strategic Direction	
Clear and strong alignment	
Potential or partial alignment	x
Address federal planning factors	
Economic vitality	
Safety	
Security	
Accessibility and mobility (people and freight)	
Environment and quality of life	
Integration and connectivity	x
Efficient system management and operations	x
Preservation of the existing system	
Resiliency and reliability	
Travel and tourism	x
Influences or implements statewide planning efforts	
Long-Range Transportation Plan	x
Strategic Highway Safety Plan	
Illinois State Freight Plan	
Transportation Asset Management Plan	
Illinois Carbon Reduction Plan	
Illinois Statewide Public Transportation Plan	x
Illinois National Electric Vehicle Infrastructure (NEVI) Deployment Plan	
State Electric Vehicle and Vehicle Conversion Planning	
Active Transportation Plan	
Illinois State Rail Plan	x



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Illinois Aviation System Plan	
Illinois Marine Transportation Plan	
Intelligent Transportation System Architecture Strategic Plan	
Illinois Rail Needs Assessment	x
Connected and Autonomous Vehicle Planning	
<b>Regional cooperation and efficiency</b>	
Extends project reach to multiple jurisdictions	
Removes redundancy	
Takes advantage of bulk or volume pricing	
Establishes a best practice for region	

### Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Survey Questionnaire	CMAP, RTA, CTA, Pace, Municipalities, COGS, Counties	CMAP can use the questionnaire to understand Metra's objectives and provide feedback that will be reviewed when considering schedule and service revisions.	Partners will be able to understand what Metra is inquiring about from riders and provide feedback to Metra about what to ask and use questions to inform their own data collection and decision making.
Survey Methodology	CMAP, RTA	CMAP can use this methodology to understand Metra's data collection process and incorporate the study's findings into its own research.	The methodology will inform future data collections done by Metra, the RTA, and CMAP for understanding how and when people move through our region and utilize transit.
Tabulated Survey Data	CMAP, RTA, CTA, Pace, Municipalities, COGS, Counties	CMAP can use this data for making recommendations for regional transit action, housing policy, and agency collaborative action.	The survey data will help partners understand travel demand at local Metra stations and incorporate updated ridership data into future transportation plans. The data will also provide an understanding of travel patterns and demand at and near Metra stations.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Analysis of Survey Data	CMAP, RTA, CTA, Pace, Municipalities, COGS, Counties	CMAP can use the analysis to understand Metra's conclusions and make recommendations for future studies and analyses.	The data will help service boards plan for transfer service during transfer-heavy periods, and incorporate updated ridership data into future transportation plans. The data will also inform TOD policies for municipal governments.

## Metra: Targeted Station Ridership Counts

The project will collect ridership counts at select Metra stations using mobile phone counting sensors or cameras on train platforms and approximately 30 stations will be targeted. Devices will be set up at high ridership stations, including major destinations such as concerts, sporting events, and festivals that stress the transportation system and provide time of day estimates of station ridership. Results of the project will inform ridership demand, validate other station ridership sources, and serve as a proof of concept for emerging and innovative passenger count solutions Metra identified from responses to a 2023 Request for Information (RFI).

## Proposed schedule

Procurement:	08/01/2024 - 01/20/2025
Completion of Work:	01/24/2025 - 01/31/2026
Initial Invoice:	1/15/2025
Final Invoice:	3/15/2026

## Budget summary

	FY25	FY26	FY27	FY28	FY29	Total
Agency Personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency Expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services	\$165	\$60	\$0	\$0	\$0	\$225
Grand Total	\$165	\$60	\$0	\$0	\$0	\$225

*All figures in thousands of dollars*

## Project assessment

Advances CMAP's Strategic Direction	
Clear and strong alignment	x
Potential or partial alignment	

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<b>Address federal planning factors</b>	
Economic vitality	x
Safety	
Security	
Accessibility and mobility (people and freight)	
Environment and quality of life	
Integration and connectivity	x
Efficient system management and operations	x
Preservation of the existing system	
Resiliency and reliability	
Travel and tourism	x
<b>Influences or implements statewide planning efforts</b>	
Long-Range Transportation Plan	x
Strategic Highway Safety Plan	
Illinois State Freight Plan	
Transportation Asset Management Plan	
Illinois Carbon Reduction Plan	
Illinois Statewide Public Transportation Plan	x
Illinois National Electric Vehicle Infrastructure (NEVI) Deployment Plan	
State Electric Vehicle and Vehicle Conversion Planning	
Active Transportation Plan	
Illinois State Rail Plan	x
Illinois Aviation System Plan	
Illinois Marine Transportation Plan	
Intelligent Transportation System Architecture Strategic Plan	
Illinois Rail Needs Assessment	
Connected and Autonomous Vehicle Planning	
<b>Regional cooperation and efficiency</b>	
Extends project reach to multiple jurisdictions	
Removes redundancy	
Takes advantage of bulk or volume pricing	
Establishes a best practice for region	x

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### Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Electronic Station Ridership Tabulations	CMAP, RTA, CTA, Pace, Municipalities, Counties	Updated straight counts for daily ridership at select stations for post-COVID travel patterns	The ridership metrics will help partners understand travel demand at local Metra stations and incorporate updated ridership data into future transportation plans. The data will also help inform help municipal governments by providing a clearer understanding of travel patterns and demand at and near Metra stations.
Station Ridership Metrics	CMAP, RTA, CTA, Pace, Municipalities, Counties	Understand hourly and crowding counts at select stations for post-COVID travel patterns	The ridership metrics will help partners understand travel demand times and mode of access to Metra stations, help service boards plan for transfer service during transfer-heavy periods, and incorporate updated ridership data into future transportation plans. The data will also help inform help set and inform TOD policies for municipal governments by providing a clearer understanding of travel patterns and demand at and near Metra stations.
Methodology Report	CMAP, RTA	Understand new data collection process for ridership to understand ridership habits through new counting process. Understand ridership trends through new lenses including platform crowding and hourly ridership at select stations	This new method of data collection through cameras and cell phones will provide more granular counts and set a precedent for future data collections done by Metra, the RTA, and CMAP for understanding how and when people move through our region and utilize transit.
Station Layout and Validation	Internal	Internal	Internal

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## **Appendix A: Sources of local match**

The agencies participating in the UWP must provide a non-federal match for the federal metropolitan planning funds equal to a specific percentage of the federal money. All federal funds are granted on an 80 percent federal, 20 percent local basis. Each participating agency is responsible for providing the local match. The sources of the local match for the participating agencies are as follows:

### **CMAP**

IDOT provides funding through state transportation funds and CMAP collects local dues from municipalities, counties, and partner agencies.

### **CTA, Metra, and Pace**

The match is provided by local government funds.

### **City of Chicago**

The match is provided by local government funds.

### **Counties**

The match is provided by local government funds.

### **Councils of Mayors**

The match is provided by the recipient agency using local government funds or direct cash contributions.

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## **Appendix B: Civil rights and environmental justice requirements**

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that FHWA and FTA planning grant applicants meet certain standards of compliance with Title VI. There are requirements for Equal Employment Opportunity (EEO) programs, Disadvantaged Business Enterprise (DBE) programs, and general compliance with Title VI and Executive Order 12898 (Environmental Justice) in the transportation planning and programming process. The status of compliance of the recipient agencies in the three areas of civil rights activities is described in this appendix. In addition, strategies to meet Executive Order 12898 and USDOT order 5610.2 (a) are described.

### ***Equal Employment Opportunity***

The Metra Equal Employment Opportunity Plan and Program was submitted to and approved by FTA in April 2010. Metra's EEO plan and September 2013 policy updates are on file with the EEO/Diversity Initiatives Department.

Pace Suburban Bus - The 2019 – 2023 EEO Program Plan is the most recent version. Pace also submitted 2021 and 2020 EEO-1 Component 1 Data Collection Reports to the EEOC.

CMAP is committed to a policy of providing equal employment opportunity and of ensuring non-discrimination in the conduct of all its activities. CMAP has established an affirmative action program, which calls for efforts to have the staffing of CMAP at all levels be representative of the make-up of the region's workforce.

The CTA's EEO Program Plan — 2013-2015 was approved by the FTA on August 15, 2014.

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that they no longer need to submit the plan.

### ***Disadvantaged Business Enterprise***

The United States Department of Transportation (USDOT) has developed a Disadvantaged Business Enterprise (DBE) program for grant recipients and contractors pursuant to 49 CFR Part 26.

The Commuter Rail Division of the Regional Transportation Authority (Metra) is a grantee of USDOT and is firmly committed to a policy of non-discrimination in the conduct of its business, including the procurement of goods and services. Metra originally adopted a comprehensive DBE policy by ordinance in 1984 (CRB 84-42) and adopted revised DBE policies in 1989 (MET 89-5) and 1999 (MET 99-15). With the revised federal DBE regulations, Metra submitted an update to its August 1999 DBE program in May 2012. Metra submitted its overall goal in August 2013.

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Pace Suburban Bus is committed to a policy of nondiscrimination, recognizing its responsibilities to the communities it services. Pace reaffirms that commitment through the operation of its Disadvantaged Business Enterprise (DBE) program. Pace submitted its FFY 2022 – 2024 triennial DBE goal to the FTA in September 2021. Pace’s DBE program was recently updated in January 2023.

CMAP is committed to taking positive steps in its purchasing practices to assure the use of disadvantaged business enterprises.

The CTA submitted its FY2016-FY2018 DBE goal on July 22, 2015. It was reviewed and accepted by FTA. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

The ILUCP has successfully been implemented as of September 1, 2003. The primary DBE certifying agencies consist of the CTA, Metra, Pace, the City of Chicago, and the Illinois Department of Transportation (IDOT). In addition, 19 subscriptions with the state of Illinois have agreed to only use ILUCP DBE firms on federally funded projects when applicable.

The City of Chicago DBE program was last updated in 2013, and the most recent triennial review, conducted by the FTA in 2016, found the City to follow civil rights laws.

### ***Title VI documentation***

This material documents the compliance of CMAP with FTA Circular 4702.1B (TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS) dated October 1, 2012.

CMAP’s Title VI program is on its website at <https://www.cmap.illinois.gov/contact/title-vi>. The program was adopted by the CMAP Board and MPO Policy Committee in June 2017.

The certification review of CMAP completed by FHWA and FTA in 2022 found the agency to follow civil rights requirements.

The Title VI general requirements are included in the [Title VI Program](#) on the CMAP website. Requirements documented in the program include:

- a. Notice to beneficiaries
- b. Complaint procedures
- c. Public transportation-related Title VI investigations, complaints, or lawsuits
- d. Aiding sub-recipients
- e. Monitoring sub-recipients
- f. Determination of site or location of facilities

Some of the general requirements are updated more frequently than the program document; these are described below.

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- a. **Public Participation Plan: CMAP's [Public Participation Plan](#) was adopted in January 2024 and is available on the CMAP [website](#).**

The [Public Participation Plan](#) guides CMAP's proactive public engagement of the residents and constituencies of northeastern Illinois to plan a multi-modal transportation system that meets the region's transportation, economic, and climate goals. Federal guidelines require the participation of interested parties in the development of transportation plans. Under those guidelines, Metropolitan Planning Organizations (MPO) must have a Public Participation Plan that guides engagement efforts. This Plan is intended to be responsive to the region's varied constituencies, to ensure that the agency's plans reflect the priorities of the region's residents.

The Public Participation Plan:

- Establishes core principles for public engagement.
- Explains how CMAP integrates meaningful public participation into its activities.
- Outlines the agency's strategies and communications and engagement methods and channels for broadening and deepening public engagement in its planning processes, including engagement of residents in historically marginalized communities.
- Provides residents with the guidance and information necessary to participate in and influence regional policy development and decision-making processes.
- Serves as a resource and guide for CMAP staff to plan their public engagement processes, highlighting best practices and exploring new tools and innovative practices to ensure the agency's plans reflect the priorities of the region's residents.

CMAP's public engagement initiatives include a public committee structure, comprehensive public information functions (website, newsletters, social media), and myriad tools and methods for meeting constituencies where they are.

CMAP newsletters are emailed regularly and available online and inform readers of progress at CMAP and events, announcements, and other news from throughout the region. CMAP also connects through various social media ([Facebook](#), [Twitter](#), [Instagram](#), and [YouTube](#)). CMAP's Public Participation Plan, adopted in January 2024, and its accessibility policies ensure access to the agency's meetings and planning processes. CMAP provides translation assistance to people with limited English proficiency and document translation as needed.

- b. **Racial breakdown of the membership of committees, and a description of efforts made to encourage the participation of minorities on such committees:** Five boards and committees at CMAP consider transit-related issues during their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors



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Executive Committee, the Transportation Committee, and the CMAQ Project Selection Committee. Other committees and working groups may consider transit-related issues on an incidental basis. Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments. The composition of these boards and committees is:

- a. CMAP Board: 13 non-minority, 2 minority; 1 voting and 1 non-voting are vacant
- b. MPO Policy Committee: 14 non-minority, 6 minority
- c. Council of Mayors Executive Committee: 20 non-minority, 2 minority
- d. Transportation Committee: 25 non-minority, 4 minority
- e. CMAQ and TAP-L Project Selection Committee: 7 non-minority
- f. STP Project Selection Committee: 7 non-minority

CMAP's compliance with the MPO requirements contained in Chapter VI of Circular 4702.1B is documented in the [Title VI Program](#). These requirements include:

- a. Demographic profile
- b. Procedures to address mobility needs of minority populations
- c. Demographic maps and charts
- d. An analysis of impacts of the distribution of state and federal funds
- e. Procedures to pass through FTA financial assistance
- f. Procedures used to aid potential sub-recipients
- g. Monitoring sub recipients

The procedures to address mobility needs of minority populations are updated more frequently than the program document; these are described below.

- c. **Procedures to address mobility needs of minority populations:** The mobility needs of minority populations were identified and considered in the GO TO 2040 plan and update, adopted in October 2014. The procedures are described in more detail in the [Title VI Program](#), the analysis in [GO TO 2040 Plan Update](#), and the analysis in [ON TO 2050](#).

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## **Appendix C: Staff requirement summary table**

Each work element description in the UWP contains an estimate of the number of hours required for the completion of the work and the number of full-time equivalent (FTE) persons are represented by those hours. The table below summarizes these figures by recipient agency. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

<b>Agency</b>	<b>Total staff hours</b>	<b>FTEs</b>
CDOT	5,453	2.8
CMAP	226,999	116.4
Council of Mayors	30,863	15.3
CTA	9,133	4.4
DuPage DOT	616	0.3
Metra	7,576	3.6
Pace	4,142	2.0

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## **Appendix D: Audit requirements**

In response to the requirements of the OMB “Super Circular” (2 CFR 200), the participating agencies all have decided for required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

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## Appendix E: Acronym list

<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ATCMTD</b>	Advanced Transportation & Congestion Mitigation Technologies Deployment
<b>BPZ</b>	Bus Priority Zones
<b>CAG</b>	Corridor Advisory Group
<b>CCDOH</b>	Cook County Department of Transportation and Highways
<b>CDOT</b>	Chicago Department of Transportation
<b>CFR</b>	Code of Federal Regulations
<b>CIG</b>	Capital Investment Grant
<b>CMAP</b>	Chicago Metropolitan Agency for Planning
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement program: a funding program begun in ISTEA, continuing through FAST
<b>CMP</b>	Congestion Management Process
<b>COG(S)</b>	Council(s) of Governments
<b>CREATE</b>	Chicago Region Environmental and Transportation Efficiency program: the Chicago rail efficiency improvement program
<b>CRS</b>	Condition rating survey
<b>CTA</b>	Chicago Transit Authority
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DOT</b>	Department of Transportation
<b>DMMC</b>	DuPage Mayors and Managers Conference
<b>DOT</b>	(United States) Department of Transportation
<b>DPD</b>	(City of Chicago) Department of Planning and Development
<b>EA</b>	Environmental assessment
<b>EAM</b>	Enterprise Asset Management
<b>ECR</b>	
<b>EEO</b>	Equal Employment Opportunity
<b>EEOC</b>	Equal Employment Opportunity Commission
<b>EIS</b>	Environmental impact statement
<b>EV</b>	Electric Vehicle
<b>EPA</b>	(United States) Environmental Protection Agency
<b>FFY</b>	Federal fiscal year (October 1–September 30)
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Full-time equivalent
<b>FY</b>	Fiscal year
<b>GIS</b>	Geographic Information System
<b>IDOT</b>	Illinois Department of Transportation
<b>IEPA</b>	Illinois Environmental Protection Agency

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<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>IIPD</b>	Illinois International Port District
<b>ILUCP</b>	Illinois Unified Certification Program
<b>LDT</b>	Local design team
<b>LEP</b>	Limited English proficiency
<b>LPA</b>	Locally Preferred Alternative
<b>LTA</b>	Local Technical Assistance program
<b>MFT</b>	Motor Fuel Tax
<b>MPO</b>	Metropolitan planning organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>NDD / NIDD</b>	Northeastern Illinois Development Database
<b>NEPA</b>	National Environmental Policy Act
<b>NEVI</b>	National Electric Vehicle Infrastructure (formula program)
<b>NTD</b>	National Transit Database
<b>OMB</b>	Office of Management and Budget
<b>Ops</b>	Operations
<b>PAYGO</b>	“Pay as you go”; reference term for new bonding authority in Rebuild Illinois
<b>PD</b>	Project Development (phase of project implementation)
<b>PEL</b>	Planning and Environmental Linkages
<b>PM</b>	Performance Monitoring
<b>PMO</b>	Project/Program Management Office
<b>PP</b>	Public Participation
<b>RFI</b>	Request for Information
<b>RLE</b>	Red Line Extension
<b>ROD</b>	Record of Decision
<b>ROW</b>	Right-of-way
<b>RSP</b>	Regionally Significant Project
<b>RTA</b>	Regional Transportation Authority
<b>SAM</b>	Strategic Asset Management
<b>SPR</b>	Statewide Planning and Research
<b>STAR</b>	Safe Travel for All Roadmap
<b>STP</b>	Surface Transportation Program
<b>TAM</b>	Transit Asset Management
<b>TAP-L</b>	Transportation Alternatives Program (Local)
<b>TBD</b>	To be determined
<b>TEU</b>	Twenty-foot equivalent units
<b>TIP</b>	Transportation Improvement Program: the region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance, and other non-federally funded projects

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<b>TOD</b>	Transit-oriented development: land use planning and development that supports the use of transit services
<b>TSP</b>	Transit Signal Priority
<b>TTI</b>	Travel Time Index
<b>UIC</b>	University of Illinois, Chicago campus
<b>UPRR</b>	Union Pacific (Class I railroad)
<b>USDOT</b>	United States Department of Transportation
<b>UWP</b>	Unified Work Program

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## Appendix F: Non-UWP funded transportation planning studies

This appendix lists planning studies of potential regional significance being supported by funds not programmed through the Unified Work Program. They are listed below and summarized on the following pages.

<b>CDOT</b>	<ul style="list-style-type: none"> <li>Complex Intersections Framework Plan</li> <li>Little Village 31<sup>st</sup> Street Corridor Study</li> <li>Southwest Industrial Corridor Transportation Planning Support Services</li> <li>Chicago River Edge Access Study</li> <li>Feasibility/Implementation Plan for Access Improvements to South Branch Parks/Neighborhoods</li> <li>Vision Zero Northwest Side</li> <li>Vision Zero South Side</li> <li>CREATE Program Planning Support</li> <li>Railroad-Related Planning Support Services</li> <li>Pedway Main Stem Improvement Feasibility Study</li> <li>Kinzie-Fulton Market Metra Station Feasibility Support Services</li> <li>Feasibility and Implementation Plan for Access Improvements to South Branch Parks and Neighborhoods</li> <li>Support Services for Research into Emerging Transportation Topics, Techniques, Technologies, and Trade-offs</li> <li>Railroad-Related Support Services</li> <li>Targeted Traffic Safety Behavior Change and Marketing Research</li> </ul>
<b>CMAP</b>	<ul style="list-style-type: none"> <li>International Port District Master Plan</li> <li>Local Technical Program Support</li> <li>Pavement Management Plans</li> <li>Truck Routing and Community Studies</li> <li>Regional Safety Data Project</li> <li>Equitable Engagement Program</li> <li>Illinois Crash Data Entry</li> </ul>
<b>Counties</b>	<ul style="list-style-type: none"> <li>Will County Electric Vehicle Readiness Plan</li> <li>McHenry County Connection: A Pedestrian, Bicycle, and Trails Master Plan</li> <li>McHenry County Roadside Safety Review</li> <li>McHenry County 2050 Long Range Transportation Plan</li> <li>Willowbrook Corner Transit Service Plan</li> <li>Cook County Southwest Cook County Trucking Study</li> <li>Cook County Transit Study</li> <li>Forest Preserves of Cook County’s Trail System Inventory and Evaluation</li> </ul>
<b>CTA</b>	<ul style="list-style-type: none"> <li>Blue Line Core Capacity Study</li> <li>Red Line Extension Project Development</li> </ul>

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	<p>Red Line Extension Transit Supportive Development (TSD) Comprehensive Plan</p> <p>Locally-Led Engagement Strategy for the CTA Red Line Extension (RLE) Project</p> <p>95<sup>th</sup> Street Equitable Transit Oriented Development (eTOD) Plan</p> <p>Chicago Lakefront Corridor Alternatives Analysis</p> <p>Bus Priority Zones</p> <p>Bus Vision Study</p> <p>Roadmap for Transit Signal Priority (TSP)</p> <p>South Halsted Bus Corridor Enhancement Project- NEPA &amp; Advanced Design</p> <p>CTA Asset Management System Enhancement</p>
<b>Metra</b>	<p>Boardings and Alightings Counts (timing TBD)</p> <p>Origin and Destination Surveys (timing TBD)</p> <p>Metra’s Systemwide on/off Rail Ridership Counts</p>
<b>Pace</b>	<p>Network Revitalization and Systemwide Restructuring Initiative</p> <p>Pace ADA Paratransit Service and Vanpool Service CSI Survey</p> <p>I-290 Express Bus Market Feasibility Study</p>
<b>RTA</b>	<p>Community Planning Program</p> <p>Next Steps for Performance-Based Capital Allocations</p> <p>Adoption and Implementation of <i>Transit is the Answer</i>, the 2023 Regional Transit Strategic Plan</p> <p>RTA Strategic Asset Management (SAM) Work</p> <p>Regional Analysis Tool Development and Maintenance</p>
<b>Other municipalities</b>	<p>Oswego Pavement Condition Survey &amp; Asset Inventory Collection</p> <p>Vision Zero Oak Park</p> <p>Village of Hoffman Estates Comprehensive Multimodal Transportation Plan</p> <p>Arterial Bike Network Study</p> <p>I-80 Land use Planning Study</p> <p>Joliet Regional Port District Strategic Marine and Port Master Plan</p> <p>Calumet City: PEL Feasibility Study for (Full Interchange) Dolton Rd/I-94</p> <p>Regional Complete Streets &amp; Green Infrastructure Master Planning</p> <p>Calumet Triangle Corridor Planning and Research Study</p> <p>Connecting Harvey to Joliet/Monee. Building People &amp; Freight Connections in the Logistics Cluster anchored by the I-57/I-294 Interchange. Connecting People to Work &amp; the Middle-Mile Strategic Logistics Plan</p>



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**Agency:** *Chicago Department of Transportation*

**Name of Project:** Complex Intersections Framework Plan

**Description of Planning Work:** This study will create a framework plan that identifies, classifies, prioritizes, and develops improvement concepts for the universe of relevant complex intersection (five, six, or more legs and highly acute/obtuse angles) locations throughout the City. For each intersection, the study will describe the existing complexities, modes affected, and potential benefits of modifications and generate detailed concept plans for improvements that would address these issues. These plans will reflect guidance from CDOT's Complete Streets guidelines, Vision Zero Plan, and other related resources while acknowledging existing and potential future nearby land use which drives travel demand and modal orientation. It is expected that the universe of intersections studied will total approximately 100 with about half needing low impact/near term treatments (pavement marking/signage/signal timing/cost estimates), a quarter needing medium impact/mid-term treatments (above plus curb line changes/signal modernization), and a quarter needing high impact/longer term treatments (above plus street realignment/property acquisition).

The study will also reflect lessons learned from other recent complex intersection improvement projects in Chicago - (five projects have recently been completed and five more are currently being addressed) and document how intersections were identified and how priorities, concepts, and strategies for each intersection were determined. Community engagement will be incorporated at a level appropriate for conceptual design, primarily involving local elected officials (i.e., affected Aldermen) and key community organizations as needed.

The budget for this study anticipates the preparation of general concept plans for improvements to every intersection in the universe of relevant intersections as well as more detailed concept plans for those intersections identified as highest priority (approx. 1/3 of the total). The general concept plans would support planning level decision-making and the detailed concept plans would allow priority intersections to advance faster into engineering design.

**Resulting product:** Project report

**Performing the work:** Work will be done through a consultant team with supervision from CDOT

**Time frame for completing the work:** 3<sup>rd</sup> Quarter 2023

**The cost of the work:** \$1,500,000

**Source(s) of funds:** SPR and other State funding

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**Name of Project:** Little Village 31st Street Corridor Study

**Description of Planning Work:** Determine a course of action for improving the mobility and safety of 31st Street from Sacramento Avenue to the city limits, particularly when it comes to non-motorized users (pedestrians, transit riders, and bicyclists) of the street corridor. CDOT anticipates two main tasks: 1) collecting and aggregating (existing/new) data of travel trends and traveler demographics in and around the street corridor, and 2) conducting community outreach to create an implementable plan of action items that has consensus. Regarding the first task, there is most likely a lot of existing data from CDOT, CMAP, and RTA that would help in understanding the trends and demographics. However, there might be a need to do community surveys to fill in any data gaps.

**Resulting product:** Project report, including data, presentations, and recommendations.

**Performing the work:** Work will be done through a consultant team with supervision from CDOT/RTA and assistance from CMAP, CTA, and DPD.

**Time frame for completing the work:** 2nd Quarter 2023

**The cost of the work:** \$80,000

**Source(s) of funds:** RTA Community Planning

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**Name of Project:** Southwest Industrial Corridor Transportation Support Services

**Description of Planning Work:** The Southwest Industrial Corridor (SWIC), located along I-55 on Chicago's Southwest Side is home to an active, growing cluster of manufacturers, warehousing and logistics businesses, and related industries. The corridor is attracting new tenants from local, national, and international corporations. However, in recent years the accelerated pace of freight-related economic growth in the corridor, along with nearby commercial and residential activity, has resulted in increased traffic congestion and mobility challenges along I-55 as well as along nearby arterial and local streets. CDOT will conduct analyses on how freight movement (specifically truck traffic) affects neighborhood traffic demand, operations, safety, and other community activity within the SWIC. It would provide important data and guidance to help determine next steps for potential improvements in the area to mitigate negative impacts from this traffic while sustaining the benefits of the corresponding economic activity.

Task items would include but not necessarily be limited to:

- Assessing existing conditions, including a summary of environmental conditions, an inventory of existing infrastructure and urban form, a summary of socioeconomic demographics, and an inventory of planned or recommended transportation policies, projects, and strategies for the area.



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- Assessing existing transportation infrastructure conditions and deficiencies that may be associated with congestion, road deterioration, increased travel times for commuter and commercial vehicles as well as having safety, environmental, and/or quality of life concerns for community residents.
- Conducting traffic and travel data collection such as:
  - Traffic counts including daily traffic volumes, time-of-day variations, directional distributions, lane usage, vehicle classifications, and spot speeds;
  - Pedestrian, bicycle, and transit usage;
  - Peak-period turning movement counts (by mode); and
  - Vehicle queues.
- Developing transportation recommendations and strategies to better balance the needs of freight related industries with neighborhood concerns regarding congestion, safety, environment, and quality of life. These recommendations may include planning and/or engineering improvements affecting roadways, traffic signals, bridge conditions, railroad and intermodal connections, and achieving complete streets principles in areas characterized by a mix of industrial, commercial, institutional, and residential land uses.
- Assessing innovative financing opportunities for infrastructure investment to address the issues identified and promotes economic development. This could include:
  - Examining case studies of private and public costs of transportation by modes to identify potential new funding opportunities (such as an industrial corridor user fee).
  - Researching current and potential future opportunities for public/private partnership investments in infrastructure to stimulate and support economic development.

**Resulting product:** Project report, including data, presentations, and recommendations.

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from CMAP and DPD.

**Time frame for completing the work:** 3rd Quarter 2023

**The cost of the work:** \$400,000

**Source(s) of funds:** SPR

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**Name of Project:** Chicago River Edge Access Study

**Description of Planning Work:** The “Our Great Rivers” Vision Plan (2016) calls for a “network of continuous river trails” across Chicago and “easy access from all neighborhoods.” While recent efforts (Chicago River Edge Ideas Lab, Chicago River Design guidelines update, South Branch Riverwalk Implementation Plan) have considered the design of specific elements or physical segments to these facilities, what is missing is an up-to-date inventory, overview, and

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categorization of current river edge conditions for active transportation access to and along the rivers' edges and status of improvements.

In some locations this study will identify facilities that already exist, or are pending implementation, or will be the responsibility of private property owners under the River Design guidelines. However, the study will primarily compile and analyze the other locations where public investment will still be needed (such as underbridge connectors, bridges, and path modernization to transportation facility standards). This will lead to a recommended program of sites for future, locally oriented planning, or design studies. In locations where current uses preclude direct river access, the study may also recommend alternate facilities along roadways or other nearby corridors.

This project is modeled after CDOT's South Lakefront Access Study (2003) which conducted similar analysis that led to investments in new bridges to the Lakefront at 35<sup>th</sup> and 41<sup>st</sup> Streets. The study would also succeed certain elements of the Chicago Trails Plan (2009) related to river trails and inform future updates to the CMAP Trails and Greenways Plan. The Trails Committee of the City's new River Ecology and Governance Group will be an important resource in the development of the study.

**Resulting product:** Project report, including data, presentations, and recommendations.

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from DPD.

**Time frame for completing the work:** 4<sup>th</sup> Quarter 2023

**The cost of the work:** \$200,000

**Source(s) of funds:** SPR

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**Name of Project:** Feasibility/Implementation Plan for Access Improvements to South Branch Parks/Neighborhoods

**Description of Planning Work:** The community along the South Branch of the Chicago River has become much more engaged with its riverfront in recent years due to the development of the Eleanor Boathouse, Park 571, Canal Origins Park, and the Canalport Riverwalk Park on the south banks of the river. However, these various river-related facilities are not currently easily accessible from one another nor from all the communities and neighborhoods to which they are physically proximate. The neighboring communities have identified the need for improved, connected access to these parks, trails, and neighborhoods in Bridgeport and Pilsen along the river. The community documented its goals after a broad, year-long visioning effort in the South Branch Parks Framework Plan. Among the Plan's goals are a coordinated and integrated

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pedestrian and bicycle access network between the Bridgeport and Pilsen neighborhoods and three public parks along South Branch.

This planning study will produce an implementation plan for a range of access improvements that connect the local communities and parks to existing right-of-way and other transportation infrastructure. The project will include identifying coordinated connectivity projects for implementation, assessing the feasibility of each, developing a phased implementation strategy, articulating the economic impacts of the initiatives, and identifying funding opportunities for implementation. The project team will collect and analyze data pertaining to assets, points of interest in the project area, travel routes, current transportation use and potential impacts to changes to intersections and bike trail alignments, potential access options, on street access gaps and limitations and overall anticipated use of existing, new, or enhanced transportation infrastructure.

The geographic scope of the planning study radiates outward from the intersection of the South Branch of the Chicago River and Bubbly Creek. The study area boundaries are approximately:

- W Cermak Road (northern boundary)
- W 35<sup>th</sup> Street (southern boundary)
- S Damen Avenue (western boundary)
- S Throop Street (eastern boundary)

The study area includes high volume arterial streets (e.g., Ashland Avenue); public transportation (e.g., Ashland CTA Orange Line station as well as CTA buses on Ashland, Archer, Cermak, Blue Island, Damen, and 35th); and incomplete cycling infrastructure (e.g., a bicycle route on Loomis Avenue which is part of a planned connection to the proposed El Paseo Community Trail). Additional assets include a large grocery store (Mariano's) which is currently difficult for pedestrians/cyclists to access from various parts of the local neighborhoods, and proximity to the Damen Silos (an underutilized state-owned site).

**Resulting product:** Project report, including data, presentations, and recommendations.

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from DPD.

**Time frame for completing the work:** 3rd Quarter 2023

**The cost of the work:** \$200,000

**Source(s) of funds:** SPR

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**Name of Project:** Vision Zero Northwest Side

**Description of Planning Work:** This work will build on the previous outreach process in the Vision Zero West Side project to better refine outreach strategies for creating a Local Road Safety Plan - one of FHWA's newest proven safety countermeasures. It will advance the safe systems/Vision Zero approach to road safety in Chicago by marrying both the community lived expertise with the learned experience of project staff to result in a road safety plan based in reality and owned equally by the community and the city.

CDOT will conduct a community-led design process to ensure that key members of each neighborhood are actively engaged in the creation, selection, and piloting of new ideas. This program will expand on the lessons learned from the Vision Zero West Side outreach program and combine the knowledge and expertise of CDOT staff with Greater Good Studio, a human-centered design firm focused on social impact.

This outreach process will build the capacity of communities to solve old problems in new ways and create a model for other communities to learn from and replicate. This approach will help these communities to:

- Build local capacity by recruiting a local design team (LDT)
- Understand current opportunities, challenges, and behaviors of the community through in-context, on-site research, and leveraging events and locations already frequented by the community
- Convene and facilitate a drop-in visioning session with the LDT, community members, road safety advocates to share research findings and generate new road safety ideas in response
- Convene and facilitate a drop-in community choice session with the LDT, community members, road safety advocates to narrow and select new road safety ideas
- Present final selected ideas to CDOT and aid the testing of 1-2 ideas in each neighborhood through pilots implemented by CDOT

**Resulting product:** Project report, including data, presentations, and recommendations.

**Performing the work:** Work will be done through a consultant team with supervision from CDOT.

**Time frame for completing the work:** 2<sup>nd</sup> Quarter 2023

**The cost of the work:** \$250,000

**Source(s) of funds:** SPR



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**Name of Project:** Vision Zero South Side

**Description of Planning Work:** Vision Zero is Chicago’s initiative to eliminate fatal and serious injury 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 released in June 2017. 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.

The Vision Zero South Side program will operate to: Build community members’ ownership of and influence on traffic safety; Coordinate open dialog and community-focused problem solving; Encourage and facilitate the participation of all community members; Inspire community action through public outreach and encouragement; Provide educational resources and tools tailored to the South Side community, including both online and physical resources; Host accessible, informative, and enjoyable outreach and encouragement events and attend events within the community; Ensure that all hosted events include child and youth-focused activities; Unite disconnected agencies and organizations to increase understanding and awareness and to influence positive behavioral change; and improve the relationship between community members and City agencies.

**Resulting product:** Community engagement and Action Plan

**Performing the work:** Staff

**Time frame for completing the work:** 1st Quarter 2023

**The cost of the work:** \$250,000

**Source(s) of funds:** SPR and CDOT local match

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**Name of Project:** CREATE Program Planning Support

**Description of Planning Work:** The City of Chicago has historically taken the lead on planning advocacy, policy development, outreach, and internal and external coordination for this large task, presenting the “face” of CREATE to a wide range of audiences. Ongoing support of proactive policy and advocacy efforts is critical to navigate this complex partnership, particularly to simultaneously keep CREATE in the forefront of both national and local policymakers and secure funding and maintain community support in an ever-changing landscape. On behalf of the CREATE partners, CDOT provides professional support services to plan for the needs of the CREATE Program and understand how to best maximize the involvement and contribution of each partner. This includes but is not limited to: technical expertise and access to freight and passenger data and information; communication experience and relationships with relevant public-sector officials and private-sector stakeholders at the

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regional and national level; proactive and effective communication with government officials and railroad executives and their representatives.

This project will secure professional consultant services with national and local transportation planning, outreach, and communication expertise to continue to provide technical, policy, advocacy, and related support as needed to successfully achieve the goals of the CREATE Program as set forth in the CREATE Feasibility Plan (as amended) and other relevant CREATE Partner decisions. Based upon the CREATE partners' previous experience, these activities are likely to include, without limitation:

1. Support CREATE advocacy working group activities: coordinating updates and briefings with and materials for decision makers, elected officials and stakeholders; developing and maintaining website and social media content; and creating fact sheets, geographic information systems (GIS) maps, and other communications materials for public dissemination.
2. Provide specialized technical analysis, planning, research, and policy support to develop recommendations for CDOT on infrastructure planning, finance, and federal, state, and local policy regarding freight, commuter, and intercity passenger rail (including high speed rail).
3. Support the CREATE partners' relationships with other federal, state, and local transportation agencies regarding technical aspects of the CREATE Program.
4. Support the development of materials to facilitate testimony by the CREATE partners at public hearings and meetings/briefings with federal, state, and local elected officials and other stakeholders.
5. Facilitate outreach to relevant national, state, and local freight, transportation and business organizations, and other relevant communities and stakeholders to garner and/or sustain support for obtaining the resources required to successfully complete the CREATE Program.
6. Conduct assessments and research into the impacts of the CREATE Program on specific stakeholders, such as adjacent property owners, tenants, and other abutters as well as at the neighborhood, community, regional, state, national, and international scale.
7. Conduct specialized analyses and technical studies and research to advance institutional and financial support for CREATE and related initiatives

**Resulting product:** See above

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from CREATE partners.

**Time frame for completing the work:** 4<sup>th</sup> Quarter 2025

**The cost of the work:** \$500,000



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**Source(s) of funds:** SPR

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**Name of Project:** Railroad-Related Planning Support Services

## **Description of Planning Work:**

For over 100 years, the City of Chicago has been the lynchpin of the North American freight rail system. Strategically located at the junction of six of the seven largest railroads serving the continent, Chicago handles more container traffic than any single U.S. seaport – over 17 million twenty-foot equivalent units (TEU) in 2016 – in addition to more than 500 million tons of carload traffic. Chicago also serves as the Midwest hub for Amtrak’s long-distance passenger service and growing regional intercity rail network, and Metra, the second largest commuter rail system in the U.S. The needs, impacts, and opportunities of rail transportation are continually evolving, as supply chains, markets, and commuter/passenger needs change.

As rail traffic demands change over time, the impacts of railroad operations and infrastructure also change, affecting neighborhoods, air quality, noise and vibration, local traffic, and economic development and redevelopment efforts. Chicago is and will continue to be significantly affected by these trends and their impacts on the volumes and types of traffic that are handled through the region’s terminals, yards, and main lines. These trends have led and will continue to influence to a variety of responses by the major railroads, ranging from their day-to-day operations and market pursuits to long-term strategies and plans. The resulting changes will impact Chicago and the surrounding region, from the types of traffic that are handled to the use of particular facilities in the region, workforce needs, capital investment strategies, and economic development opportunities.

CDOT needs to be able to understand and plan for the needs on the rail system and the roadways and passenger facilities affected by rail traffic. This includes activities such as needs assessments for viaducts and vertical clearance improvements; identification/implementation of quiet zones; advocating and securing funding for critical rail-related infrastructure and safety projects; and leading and participating in regional efforts to improve grade crossings and other infrastructure that impacts Chicago region residents and businesses.

This project will include retaining professional consultant services with expertise in rail-related issues in Chicago to undertake a combination of potential technical and outreach activities to achieve these goals. These activities are likely to include but are not limited to:

- Data collection, technical analysis, and related research.
- Review and assessment of technical and design plans and studies related to railroad initiatives.
- Development of strategies and concepts to address identified needs.
- Grant application preparation.
- Expert review and synthesis of existing plans and studies, railroad, and other activities pertinent to the Chicago region.



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- Advising CDOT on freight and passenger rail issues and conducting technical analysis to support CDOT’s decision making, planning and investment needs.
- Communication with railroads, elected officials, and related public and private sector stakeholders.

**Resulting product:** See above

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from regional partners.

**Time frame for completing the work:** 4<sup>th</sup> Quarter 2025

**The cost of the work:** \$500,000

**Source(s) of funds:** SPR

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**Name of Project:** Pedway Main Stem Improvement Feasibility Study

**Description of Planning Work:**

Chicago’s downtown pedestrian way system, the Pedway, lies in the heart of the city. This system of underground tunnels and overhead bridges links more than 40 blocks in the Central Business District, covering roughly five miles. Used by thousands of pedestrians each day (pre-pandemic), the Pedway connects to public and private buildings, CTA L stations and Metra’s Millennium Station. The Pedway is a safe, quick, and convenient way for pedestrians to travel downtown—especially in the winter and during times of rain or snow.

Development of the Pedway began in 1951, when the City of Chicago built one-block tunnels connecting the Red Line and Blue Line subways at Washington Street and Jackson Boulevard. Since then, both public and private investment have expanded the Pedway, and the system now connects more than 50 buildings.

The purpose of this effort is to complete a concept and feasibility study to modernize and improve ADA accessibility, public awareness, structural assessment, waterproofing deficiencies, and architectural enhancements to the Pedway Main Stem. This planning phase is required to properly assess current and future needs and to help determine strategies and recommendations. Understanding ownership, governance responsibilities, and other legal considerations and relationships is a key element to being able to implement improvements.

The Pedway Main Stem extends from N. Michigan Avenue on the east to N. LaSalle Street on the west. The study area boundaries are approximately:

- N. Michigan Avenue (Eastern boundary)
- E. Randolph Street (Northern boundary)



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- W. Washington Street (Southern boundary)
- N. LaSalle Street (Western boundary)

Work will be conducted through four primary tasks:

- Assess existing conditions and identify problems
- Goal coordination/consensus and stakeholders and public engagement
- Decision-making support for design planning and budgeting
- Strategies and recommendations

**Resulting product:** See above

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from departmental partners.

**Time frame for completing the work:** 4<sup>th</sup> Quarter 2025

**The cost of the work:** \$1,000,000

**Source(s) of funds:** Local

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**Name of Project:** Kinzie-Fulton Market Metra Station Feasibility (KFMMSF) Support Services

### **Description of Planning Work:**

The Chicago Department of Transportation in coordination with Metra and the Department of Planning (DPD) completed a Kinzie-Fulton Market area commuter rail station infill feasibility study in 2021. The KFMMSF study concluded that a Metra station was feasible when considering a range of future track elevations/alignments derived from Metra's Conceptual Engineering A-2 Interlocking Improvement study. The space between Ashland Avenue and Ogden Avenue was identified as the optimal station placement location. This station placement location provides a high-quality connection to CTA's #9 Ashland and #9X Ashland Express bus service and access to rapid office development occurring east of Ogden Avenue.

CDOT wishes to advance further station planning efforts, especially in areas that overlap with Metra's A-2 Interlocking improvement efforts. These planning support services include:

- Strategic planning and analysis
  - Integrating station implementation plans with concurrent related long-term initiatives; evaluating neighborhood mobility needs; refining implementation strategies; continued coordination with Metra's A2 Interlocking project; integrating external outcomes into station and station-area implementation strategies; engaging in executive-level briefings and engagement; and coordinating with and supporting city agencies related to possible private parcel acquisition.

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- Funding evaluation and strategy
  - Refining and further developing infill station funding strategies; identifying potential new funding sources or strategies; refining; and updating infill station capital and operating costs; and evaluating community benefits.
- Acquisition and implementation support
  - Continuing coordination with DPD and Metra; engaging with affected property owners, supporting land acquisition efforts (survey, 2 environmental assessment, title search, zoning evaluation, etc.); developing and evaluating mitigation strategies for impacted parcels and joint development opportunities; and tracking nearby development proposals for potential impacts to and compatibility with station area plans.

**Resulting product:** See above

**Performing the work:** Work will be done through a consultant team with supervision from CDOT and assistance from Metra and DPD.

**Time frame for completing the work:** 4<sup>th</sup> Quarter 2025

**The cost of the work:** \$500,000

**Source(s) of funds:** Local

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**Name of Project:** Feasibility and Implementation Plan for Access Improvements to South Branch Parks and Neighborhoods

**Description of Planning Work:**

The planning study will produce an implementation plan for a range of access improvements that connect the local communities and parks to existing right-of-way (ROW) and other transportation infrastructure. The project will include identifying coordinated connectivity projects for implementation, assessing the feasibility of each, developing a phased implementation strategy, articulating the economic impacts of the initiatives, and identifying funding opportunities for implementation. The scope of the planning study will focus on the "Connected Parks and Neighborhoods" chapter of the South Branch Parks Framework Plan. CDOT in close coordination with Chicago Department of Planning and Development (DPD), the Chicago Park District, and a planning consultant team will analyze existing conditions, coordinate and reconcile goals of various public and private organizations, agencies, and stakeholders, identify options for access strategies and routes, and analyze the physical, political and economic feasibility of the options. This project will include deliberate coordination and engagement with the following stakeholders at minimum: elected officials representing the study area, City of Chicago DPD, the Chicago Park District, the South Branch Park Advisory Council, other community organizations, local businesses, and community members.

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**Resulting product:** See above

**The cost of the work:** \$200,000

**Source(s) of funds:** SPR

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**Name of project:** CDOT Support Services for Research into Emerging Transportation Topics, Techniques, Technologies, and Trade-offs

**Description of planning work:** CDOT would like to retain professional consulting services to provide ongoing analytical and decision support capabilities on a broad range of emerging needs. CDOT will procure ongoing professional consulting support services for planning and research related to emerging transportation topics, techniques, technologies, and trade-offs including (but not limited to) – Understanding and addressing how principles of equity, placemaking, mobility, and public health should best fit into CDOT’s transportation planning framework and other elements of City, Regional, and State transportation plans and actions - Creating and assessing concept plans that aim to modify or transform the public way in neighborhoods and commercial corridors to improve health and safety and strengthen economic vitality (at both the neighborhood and Citywide/regional level) - Recommending strategies to improve access to jobs by addressing transportation availability, affordability, and spatial relationships between jobs and housing - Developing and refining autonomous vehicle tech policies, building upon initial findings from the City’s 2018 working group on this subject - Understanding and assessing whether and how to incorporate new travel demands, modal uses, and/or traffic management technologies and methods into the current transportation infrastructure - Using traffic simulation programs and related techniques to better understand the trade-offs of reallocating space within the public way to better serve people walking, bicycling, driving, and handling freight - Understanding and addressing the growing impacts of freight on the City’s transportation network, including data, design, and/or policy approaches refinement - Incorporating transportation elements beyond modal plans into the City’s upcoming Comprehensive Plan (or “We Will Chicago”) - Understanding and incorporating public and stakeholder input in decision-making related to these topics It is expected that emerging topics will also reflect and address IDOT’s Long Range Transportation Plan goals as well as related City/regional transportation goals.

**Cost of the work:** \$1,250,000

**Source(s) of funds:** SPR

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**Name of project:** Railroad-Related Support Services

**Description of planning work:** CDOT needs to be able to understand and plan for the needs on the rail system and the roadways and passenger facilities affected by rail traffic. This includes activities such as needs assessments for viaducts and vertical clearance improvements, identification/implementation of quiet zones, advocating and securing funding for critical rail-related infrastructure and safety projects, and leading and participating in regional efforts to improve grade crossings and other infrastructure that impacts Chicago region residents and businesses. This project will include retaining professional consultant services with expertise in rail related issues in Chicago to undertake a combination of potential technical and outreach activities to achieve these goals. These activities are likely to include but are not necessarily limited to: Data collection, technical analysis, and related research; Review and assessment of technical and design plans and studies related to railroad initiatives; Development of strategies and concepts to address identified needs; Grant application preparation; Expert review and synthesis of existing plans and studies, railroad and other activities pertinent to the Chicago region; Advising CDOT on freight and passenger rail issues and conducting technical analysis to support CDOT's decision making, planning and investment needs; Communication with railroads, elected officials, and related public and private sector stakeholders.

**Cost of the work:** \$500,000

**Source(s) of funds:** SPR

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**Name of project:** Targeted Traffic Safety Behavior Change and Marketing Research

**Description of planning work:** This project's goal is to develop a Vision Zero behavior change marketing campaign founded in research and targeted to change driving behaviors of the people most likely to cause severe traffic crashes in Chicago – young males.

Vision Zero is a safe systems approach that aims to eliminate fatalities and serious injuries from traffic crashes. The Vision Zero Chicago initiative, in operation since 2017, is the result of collaboration between twelve city departments and sister agencies and numerous community stakeholders. This plan leverages the resources and expertise of each department and stakeholders to advance the shared goal to eliminate traffic fatalities and serious injuries on Chicago's streets by 2026.

A key strategy to achieving the City of Chicago's Vision Zero goals is changing the culture of driving in Chicago. In addition to targeted street redesigns and citywide policies that the City is pursuing, it is necessary that individual drivers adopt safer driving behaviors. Initial research indicates that only five behaviors are involved in 72% of fatal crashes. These dangerous driving behaviors are: speeding, failure to give the right of way, using a cell phone while driving, driving under the influence, and disobeying traffic signs and signals.



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**Cost of the work:** \$250,000

**Source(s) of funds:** SPR

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**Agency:** *Chicago Metropolitan Agency for Planning*

**Name of project:** CMAP International Port District Master Plan

**Description of planning work:** CMAP is working with the Illinois International Port District (IIPD) on a master plan effort aimed at developing a cohesive vision for potential transportation and land use improvements related to IIPD operations and its position within the fabric of the southeast side of Chicago, particularly the contiguous Chicago community areas. The IIPD master plan will recommend transportation, land use, and facility improvements to achieve multiple goals, potentially articulating the vision, goals, and objectives of the Port, including increasing and improving IIPD's position as an intermodal and multimodal hub, promoting efficient freight movement on the street network surrounding the Port, mitigating the negative effects of freight movement on surrounding communities, increasing opportunities for recreation and conservation, and helping to drive economic development on the South Side of Chicago.

**Resulting product:** Final master plan document to be reviewed by steering committee, local and regional stakeholders, and the public

**Performing the work:** A project consultant will be selected.

**Time frame for completing the work:** June 30, 2021

**Cost of the work:** \$351,947

**Source(s) of funds:** SPR

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**Name of project:** CMAP Local Technical Program Support

**Description of planning work:** Following adoption of GO TO 2040 in 2010, CMAP initiated the Local Technical Assistance (LTA) program, which provides staff and contract assistance to communities to do local planning that is consistent with the long-range regional plan and integrates transportation elements into local planning efforts. The LTA program involves working directly with a community or group of communities on a product that is customized for their use, has a specific audience, and is geographically limited. Most LTA projects integrate transportation elements into local plans or the inclusion of recommendations that influence the performance of the transportation system.

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**Resulting product:** SPR assistance to the LTA program will not result in a singular final product. Instead, each individual LTA project that the funds support will produce a separate “final product,” the final plan adopted or accepted by leaders of the local community. The official number of “final products” will depend on the number of LTA projects assisted via the funding, which CMAP anticipates as approximately four to eight projects depending on size and scope. It is CMAP’s intention that these plans will include recommendations for transportation improvements, some of which could be funded through CMAP, IDOT, and other funding sources.

**Performing the work:** Internal staff and consultants

**Time frame for completing the work:** June 30, 2024

**Cost of the work:** \$500,000

**Source(s) of funds:** SPR

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**Name of project:** CMAP Pavement Management Plans

**Description of planning work:** This project will provide technical assistance to develop pavement management plans (PMPs) for local units of government in the CMAP region. PMPs will give anticipating local agencies an understanding of the importance and types of pavement preservation, documentation of the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan that emphasizes pavement preservation treatments.

**Resulting product:** Multiple pavement management plans as funding allows

**Performing the work:** Consultant-led

**Time frame for completing the work:** June 30, 2024

**Cost of the work:** \$1,995,730

**Source(s) of funds:** SPR

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**Name of project:** CMAP Truck Routing and Community Studies

**Description of planning work:** The CMAP Truck Routing and Community Studies consist of CMAP partnering with localities in northeastern Illinois to conduct three studies in regional freight clusters: in the western portion of Will County around the Will County freight cluster, on the southwest side of the Chicago within the Core/Midway freight cluster, and in south



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suburban Cook County around the South Cook freight cluster. The studies would use the framework established in CMAP's multijurisdictional truck routing study in the O'Hare airport freight cluster.

**Resulting product:** Three completed planning studies in the above referenced areas

**Time frame for completing the work:** June 30, 2021

**Cost of the work:** \$869,683

**Performing the work:** Consultant and CMAP staff

**Source(s) of funds:** SPR

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**Name of project:** CMAP Regional Safety Data Project

**Description of planning work:** This project will include three components: a research and data analysis phase to understand the region's traffic safety issues; a series of on-the-ground pilot projects to assist local governments in identifying and implementing safety investments; and a set of tools for partners to support local efforts to improve safety through design, education, equity and enforcement policy.

**Cost of the work:** \$463,000

**Source(s) of funds:** SPR

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**Name of project:** CMAP Equitable Engagement Program

**Description of planning work:** This project will utilize a consultant to co-design and implement a program to enhance engagement and participation by environmental justice communities that meets the requirements of Title VI in MPO activities. The region's ON TO 2050 plan clearly identifies economically disconnected and disinvested areas across the seven-county region that have been negatively impacted by transportation plans and policies. CMAP will design a program to provide financial support to organizations representing marginalized communities to participate more fully in CMAP's federally funded planning initiatives. Participants will be selected from organizations located in jurisdictions across northeastern Illinois and will likely include but are not limited to groups representing: people of color; people with low incomes; immigrant and refugee populations; native and indigenous populations; people living with disabilities; LGBTQ+ people, youth; seniors; people who were formerly incarcerated; and Limited English Proficiency (LEP) populations. The selected consultant will process payments to program participants and monitor performance. The contract for this project is expected to be

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approximately 36 months in length and cover at least two years of stipend distribution. To ensure the project develops an equitable and effective engagement program, the program design phase will include an “accountability team” of external advisors that will inform, shape, and ensure accountability in the program design. CMAP’s Finance and Administration department will also actively participate in project activities to validate the transaction model. Finally, a university research center will be subcontracted to conduct an independent evaluation of the program design and performance at the conclusion of the initial period of program operation.

**Cost of the work:** \$560,000

**Source(s) of funds:** SPR

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**Name of project:** Illinois Crash Data Entry

**Description of planning work:** Currently there are 4,500 crash reports to be entered for the 2019 coding year and 4,400 for the 2020 coding year. Pending legislation would mandate that all crash reports be submitted to IDOT electronically, thus eliminating any data entry backlog. Until such time however, the data backlog needs to be maintained.

As a result, CMAP has offered to conduct a project to assist in expediting the processing of this data and reduce the time lag for actionable data by hiring temporary staff (“crash coders”) to aid with processing the crash data. Once the data backlog has been eliminated, and until such time the electronic submittal of crash reports is legislated, they will retain the data entry personnel to aid in reducing additional data backlogs.

CMAP anticipates hiring approximately ten crash coders for 12 or more months. IDOT staff in the Traffic Statistics Unit will train the coders in crash data entry, quality control, etc. according to IDOT’s procedures, with the coders traveling to the IDOT central office in Springfield for the training. CMAP staff will then be responsible for supervising the crash coders. The crash coders will be expected to meet productivity and accuracy goals mutually agreeable to IDOT and CMAP. The crash coders will focus on entry of the data on the written crash reports and will not be responsible for geolocation of the crashes.

IDOT will provide access to the state’s crash information system for CMAP staff and the crash coders over a virtual private network or other system. Data entry will occur directly in the IDOT crash information system. CMAP will provide computer hardware and office space for the project.

**Cost of the work:** \$500,000

**Source(s) of funds:** SPR

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### **Agency: Counties — Will County**

**Name of project:** Will County Electric Vehicle Readiness Plan

**Description of planning work:** This project will create an EV strategy that will guide the transition to zero emission vehicles in the Will County area. The EV Strategy will identify guiding principles and strategies to overcome the gaps and barriers via a near term implementation plan, recommend roles and responsibilities for EV Stakeholders in the region. Ultimately, identifying locations for electric vehicle charging infrastructure and to contribute to increased local electric vehicle adoption.

The Plan will include a review of the existing conditions around the deployment of EV technology in the region, an assessment of current readiness and identify gaps that need to be addressed to be fully prepared to address future needs, an equity analysis of EV infrastructure deployment, a robust stakeholder engagement plan and public outreach strategy that will include a multidisciplinary approach, and a final list of recommendations for future development.

**Cost of the work:** \$700,000

**Source(s) of funds:** SPR

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### **Agency: Counties — McHenry County**

**Name of project:** McHenry County Connection: A Pedestrian, Bicycle, and Trails Master Plan

**Description of planning work:** The last county-wide bike plan in McHenry County was in 1996. This plan will update recommendations from that plan, as well as make new recommendations after 25 years of technological advances, changing demand, and shifting priorities.

**Resulting product:** A county-wide bike plan and GIS layers of bike and pedestrian facilities in the county

**Performing the work:** WSP

**Time frame for completing the work:** Work started in September 2020 and is on track to wrap up around August 2021.

**Cost of the work:** \$200,000

**Source(s) of funds:** SPR

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**Name of project:** McHenry County Roadside Safety Review

**Description of planning work:** This planning project aims to identify and address current and future safety issues along county roadways. McHenry County has 220 centerline miles of roadway under its jurisdiction in all types of land use environments - urban, suburban, and rural. This project's scope will include an evaluation of the existing safety conditions of county roadsides, a development of performance criteria which can be used to prioritize future safety projects and lists of recommended safety projects to be incorporated into the County's Five-Year Transportation Program.

**Resulting product:** See above.

**Cost of the work:** \$500,000

**Source(s) of funds:** SPR

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**Name of project:** McHenry County 2050 Long Range Transportation Plan

**Description of planning work:** This planning project aims to identify and address current and future safety issues along county roadways. McHenry County has 220 centerline miles of roadway under its jurisdiction in all types of land use environments - urban, suburban, and rural. This project's scope will include an evaluation of the existing safety conditions of county roadsides, a development of performance criteria which can be used to prioritize future safety projects and lists of recommended safety projects to be incorporated into the County's Five-Year Transportation Program.

**Resulting product:** See above.

**Cost of the work:** \$500,000

**Source(s) of funds:** SPR

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**Agency: Counties — DuPage County**

**Name of project:** Willowbrook Corner Transit Service Plan

**Description of planning work:** The Willowbrook Corner Transit Service Plan is intended to identify a potential transit solution for a community that the Illinois Department of Commerce and Economic Opportunity describes as underserved and economically challenged. The area is currently served by one Pace route (664). This is a very limited peak hour service that transports passengers to/from the Clarendon Hills Metra Station 3 times during the morning and evening peak periods. No other regular service offering connections to other parts of

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DuPage or the region are currently available. The intent of the Service Plan is to establish the following: Demand; Maximization of opportunity through routing; Operating period(s); Cost of equipment; Cost of service options and labor; Cost participants; Advisory participation – incorporate experience from other local providers; Agency responsibility for operation/dispatch; qualification for Pace Locally Based Service or Municipal Vehicle Program; Pilot Test Period; Implementation Plan; Pilot performance metrics – goals and return on investment The County proposes to contract with a qualified consultant to perform a service plan in consultation with the County, local villages of Willowbrook, Darien, Burr Ridge and Hinsdale. The product should also discuss next steps to implement and put a pilot program into place. A clear vision of performance expectations will be included in the Plan, so residents understand the requirements for continuing or discontinuing the pilot.

**Resulting product:** See above.

**Cost of the work:** \$50,000

**Source(s) of funds:** SPR

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**Agency: Counties — Cook County**

**Name of project:** Cook County Southwest Cook County Trucking Study

**Description of planning work:** This project investigates truck mobility and investment needs in southwest Cook County, one of the major industrial and logistics clusters in northeastern Illinois. It will cover multiple suburban communities, including at a maximum Bedford Park, Bridgeview, Burbank, Chicago Ridge, Countryside, Forest View, Hodgkins, Justice, Lyons, McCook, Stickney, Summit, and Willow Springs. The Southwest Cook County area has been identified in the forthcoming Cook County Freight Plan's land use chapter as a significant industrial cluster.

The project will apply the conceptual truck routing framework developed in CMAP's O'Hare Subregional Truck Routing Study to these communities and will expand upon that work by completing detailed needs analyses. The project scope includes (1) the identification of existing locally designated truck routes and truck restrictions defined in municipal ordinances, (2) quantitative and qualitative existing conditions analyses, and (3) classification of roadway segments into tiers based on truck volumes and truck access needs, with policy and capital investment recommendations developed for each tier. While the focus of the project will be on the trucking system, highway connections to rail, air, and port facilities will be important considerations. Frequent outreach with IDOT, Illinois Tollway, CMAP, CDOT, the Southwest Conference of Mayors, West Central Municipal Conference, and municipal agencies is anticipated throughout the project.

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**Resulting product:** Recommendations for municipalities to designate Class II and Locally Preferred truck routes, as well as to revise local truck route restrictions as needed. The result of the study will also include a prioritized list of investment needs suitable for developing future Phase I engineering studies. These recommendations will be appropriate to each tier of roadway and consistent with the Illinois Vehicle Code.

**Performing the work:** Consultant and CMAP staff

**Time frame for completing the work:** September 1, 2021

**Cost of the work:** \$280,000

**Source(s) of funds:** SPR and state motor fuel tax funds

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**Name of project:** Cook County Transit Study

**Description of planning work:** The Cook County Transit Plan will assess current and proposed public transportation services, as well as explore alternates and the potential of new services and technologies to improve service to residents and businesses.

The plan will help define what role Cook County should play in implementing the transit priorities established in Connecting Cook County, the county's long-range transportation plan. In general, Cook County's Department of Transportation and Highways has defined its regional transportation niche to include playing a leadership role in those instances where an improvement with a significant economic or quality of life impact crosses jurisdictional boundaries but for which no willing candidate with capacity and expertise exists to play the leadership role.

The Cook County Long Range Transportation Plan prioritizes transit and other alternatives to driving private motor vehicles. The Transit Plan will help to define the locations and types of improvements that will provide the greatest opportunities to enhance our transportation network. This guidance will shape county policy and investments as it relates to transit improvements.

**Resulting product:** Cook Country Transit Plan

**Performing the work:** Consultant

**Time frame for completing the work:** June 1, 2021

**Cost of the work:** \$487,500

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**Source(s) of funds:** SPR and MFT-funded match

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**Name of project:** Forest Preserves of Cook County's Trail System Inventory and Evaluation

**Description of planning work:** The Forest Preserves of Cook County proposes to conduct an inventory and evaluation of its more than 150 miles of paved trails and 200 miles of unpaved trails. This extensive system of regional trails provides transportation choices and enhances the livability of diverse communities in the state's most densely populated county. The Cook County Forest Preserves' existing system is by far the most extensive in the seven-county metropolitan Chicago region, and staff regularly receive requests to add new trail connections or improve existing trails. Forest Preserve staff are seeking answers to key questions about when the Forest Preserves' trail system will be complete and how to evaluate and prioritize maintenance and improvements.

**Resulting product:**

- Gap analysis by reviewing regional and sub-regional trail plans with a focus on connections to other modes of transportation;
- Recommendation of a systematic approach for regular inspection and evaluation of trail conditions, including bridges, underpasses and road crossings, and wayfinding signs;
- Development of a system of collecting user counts;
- Recommendation of equipment and software for collecting that data and a plan to incrementally apply it to the network of trails;
- Baseline data and one additional season of follow-up comparison data; and
- Development of a database that will allow the Forest Preserves to implement a performance-based trail maintenance and improvement program

**Performing the work:** Consultant

**Time frame for completing the work:** September 30, 2020

**Cost of the work:** \$300,000

**Source(s) of funds:** SPR and Forest Preserve Planning match

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**Agency:** *Chicago Transit Authority*

**Name of Project:** Blue Line Capacity Study



Chicago Metropolitan  
Agency for Planning



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**Description of Planning Work:** The Blue Line Capacity Study is a comprehensive study to evaluate and document potential capacity improvements for the CTA’s Blue Line from Forest Park to O’Hare over the next 15 to 20 years.

The required tasks include examining existing capacity constraints (including the condition of existing transit infrastructure) and studying current and forecasted future market conditions and ridership trends to identify a program of recommended infrastructure and service improvements that, over both the near-term (within 5 years of the study’s completion) and the long-term (within 15 to 20 years of the study’s completion), will add service and increase reliability to the capacity-constrained Blue Line during peak travel periods. It will also evaluate project eligibility for the federal Capital Investment Grant Core Capacity program. The Blue Line is an integral part of the Chicago metropolitan area, and it requires investment to continue to provide effective and affordable transit services to the region.

**Timeframe for completing the work:** Q4 FY 2023

**Resulting product:** A final project report containing an executive summary and all technical memoranda and other documentation from the various project tasks.

**Source(s) of funds:** Statewide Planning and Research (SPR) funding

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**Name of Project:** Red Line Extension Project Development

**Description of Planning Work:** The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan station to the vicinity of 130th Street, subject to the availability of funding. In 2009, the CTA completed an alternatives analysis for the project and identified a Locally Preferred Alternative. The CTA and the Federal Transit Administration (FTA) published the Red Line Extension Draft EIS on October 6th, 2016. The Draft EIS included an evaluation of the no-build alternative and two Union Pacific Railroad (UPRR) alternative options: the East Option and the West Option. The Chicago Transit Board adopted the LPA in August 2009. In January 2018, based on public feedback received on the Draft EIS as well as subsequent project planning and engineering work, the Preferred Alignment for RLE was selected. The Chicago Metropolitan Agency for Planning adopted RLE as a fiscally constrained Priority Project in its GO TO 2040 regional comprehensive plan in 2010, and more recently as a fiscally constrained Regionally Significant Project in its ON TO 2050 regional comprehensive plan in 2018. In December 2020, the Red Line Extension entered the Project Development (PD) phase of the FTA New Starts Capital Investment Grant (CIG) program. Under PD requirements, the CTA must complete National Environmental Policy Act (NEPA) analyses and Preliminary Engineering documents that advance the project’s design to 30%. On January 31, 2022, the FTA and the CTA published the project’s Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. The Supplemental EA analyzed three project changes since the Draft EIS: 130th Street station relocation, 120th Street yard and shop refinement, and 107th Place cross-over.



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On August 12, 2022, the FTA and CTA, in cooperation with the Federal Highway Administration (FHWA), published the project's combined Final Environmental Impact Statement (EIS)/Record of Decision (ROD) and Final Section 4(f) Evaluation. The combined Final EIS/ROD commits to specific mitigation measures to eliminate or reduce adverse impacts and includes public and agency comments received on the Draft EIS in 2016, the Preferred Alignment announcement in 2018, and the Supplemental Environmental Assessment (EA) in 2022. The 30% Preliminary Engineering documents were completed in 2022.

**Resulting product:** The Red Line Extension project entered the Project Development phase of the FTA New Starts CIG program in December 2020. The project is planned to exit PD and enter New Starts Engineering in mid-2023. Funding for engineering and construction is included in the TIP.

**Time frame for completing the work:** The CTA is advancing the project through the FTA New Starts CIG program.

**Source(s) of funds:** Federal 5307, 5339 Alternatives Analysis, 5309; CTA Bond Funds (not including UWP funds)

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**Name of Project:** Red Line Extension Transit-Supportive Development (TSD) Comprehensive Plan

**Description of Planning Work:** The Red Line Extension (RLE) Transit-Supportive Development Plan is an effort to create a guide for future development in communities located near the RLE project area. The plan will help leverage the full potential of the Red Line Extension investment by guiding development that enhances economic vitality, transit ridership, multimodal connectivity, the pedestrian environment, and preserving affordable housing. This plan was developed with involvement from the community, partner agencies, and private sector developers during the project development phase of the FTA New Starts CIG program.

**Resulting product:** This project will result in a final public plan to inform and encourage transit-supportive development in conjunction with the RLE project.

**Timeframe for completing the work:** The CTA anticipates the final plan to be completed in Q3 FY 2023.

**Source(s) of funds:** FTA Pilot Program for Transit-Oriented Development Planning; CTA Bond Funds

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**Name of Project:** Locally-Led Engagement Strategy for the CTA Red Line Extension (RLE) Project

**Description of Planning Work: Activities to be performed:** CTA will develop a plan for local leadership on engagement (the Locally-Led Engagement Strategy) for the RLE project. The plan will identify populations to target for supplemental engagement; develop strategies to meet people where they are; identify effective communication to connect with communities; recommend approaches to provide training for new Project Ambassadors to ensure that the most accurate and recent info about RLE is shared more broadly with the community; develop an approach for compensating local engagement partners; and recommend the pace/frequency of engagement efforts. The plan will support CTA's existing outreach efforts by outlining strategies to better reach people where they are, ensure broad awareness of RLE, and build community ownership in the RLE project.

**Resulting Product:** This project will result in a Locally-Led Engagement Strategy Plan for the RLE project that would support CTA's ongoing outreach efforts.

**Timeframe for completing the work:** The CTA anticipates the final plan to be completed in Q4 FY 2025.

**Source(s) of funds:** Areas of Persistent Poverty Program 5303

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**Name of Project:** 95<sup>th</sup> Street Equitable Transit Oriented Development (eTOD) Plan

**Description of Planning Work:** CTA is working in partnership with the City of Chicago Department of Planning and development (DPD) on a comprehensive equitable transit-oriented development (eTOD) planning study along a 2-mile stretch of the 95<sup>th</sup> Street Corridor between Halsted Street and Cottage Grove Avenue on the far south side of Chicago. The eTOD plan will leverage the recent reconstruction of the 95<sup>th</sup> Street Terminal and planned multi-modal transit capital investments which include CTA Red Line Extension, Metra 95<sup>th</sup> Street/Chicago State University station reconstruction, and two new Pace Rapid Transit routes on Halsted Street and 95<sup>th</sup> Street that will connect to the Terminal. The eTOD approach encourages development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs.

**Resulting product:** Final 95<sup>th</sup> Street eTOD Plan to encourage equitable transit-oriented development within the study area corridor.

**Timeframe for completing the work:** Q1 FY 2025

**Source(s) of funds:** FTA Pilot Program for transit-oriented development planning; City of Chicago Department of Planning (DPD) local match funds

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**Name of Project:** Chicago Lakefront Corridor Alternatives Analysis

**Description of Planning Work:** The goal of this planning study is to determine the feasibility and appropriate level of investment for provision of high capacity, efficient, and effective transit connections in the 24-mile lakefront corridor measured from Howard Street to 103rd Street. The planning study will identify and study various poor performing segments and sub-corridors in the study area and develop potential solutions utilizing street changes and/or technology to benefit the large bus transit network already in place along Chicago's lakefront.

**Resulting product:** The resulting product will be proposals with sufficient detail to define projects eligible and worthy for moving into further project development, or design and construction, if so warranted. The projects will contain estimated costs of construction, operations and maintenance and expected transportation and community benefits. CTA Strategic Planning is advising a consultant team and performing the work.

**Timeframe for completing the work:** Q4 FY 2023

**Source(s) of funds:** Federal 5339 Alternatives Analysis

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**Name of Project:** Bus Priority Zone Program

**Description of Planning Work:** The purpose of this project, being conducted in collaboration with CDOT project development division, is to develop planning level design concepts to improve bus speed and reliability for intersections and other locations found to be central to bus delays and inefficiencies along major CTA bus corridors and advance them to implementation. This project builds on work conducted by the CTA between 2015-2020 that evaluated these bus corridors to analyze problem segments, or "slow zones", and identified a set of potential solutions tailored specifically to each area.

Improvements considered for Bus Priority Zones include, but are not limited to redesign of intersection, dedicated bus lanes, bus queue jumps, pre-paid/ level or near level boarding, transit signal priority (TSP), optimization of traffic signals, and other transit-priority modifications. These enhancements are intended to improve bus speed, travel time, and reliability, but will also seek to improve pedestrian and traffic safety at the various locations.

CTA performed initial analysis of bus service covering the following eight corridors: 79<sup>th</sup> Street, Chicago Avenue, Western Avenue, Ashland Avenue, Belmont Avenue, Halsted Street, Clark Street, and Pulaski Road. CTA and CDOT have completed planning concepts for Chicago Avenue, Western Avenue, and 79<sup>th</sup> Street, in addition to a few locations on other corridors. Nine Bus Priority Zone projects were constructed in 2019 and 2020.

After securing additional funding, CTA and CDOT brought on a consultant team to manage the expansion of the BPZ Program in 2022. The consultant team has begun collecting existing

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conditions field data, analyzing bus speed and reliability data, and is finalizing a Purpose and Need memo. Preliminary identification of priority zone locations and concepts within the corridors has commenced.

**Resulting product:** The CTA and CDOT consultant team will complete an analysis of existing conditions, recommendations, planning level design concepts, identification of potential near-term improvements, and cost estimates for transit-priority improvements to the right-of-way in “slow zones” to become Bus Priority Zones along selected corridors. Future corridor analyses would result in similar final products.

**Timeframe for completing the work:** The final project report for 79th and Chicago Streets was completed in 2017, and construction of eight projects recommended in that report were completed in 2019, with another completed in 2020. Timeline for completing Phase II design and construction for the new corridors is in development.

**Source(s) of funds:** RTA Community Planning funding was used for analysis of Chicago Avenue and 79<sup>th</sup> Street; Federal 5339 Alternatives Analysis. CDOT received 2020 Invest in Cook funding for planning and design; CTA received SPR 2020 funding for planning of additional corridors and CMAQ 2020 funding for additional planning, design, and implementation.

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**Name of Project:** Bus Vision Study

**Description of Planning Work:** CTA has engaged Jarrett Walker + Associates as a consultant to perform a comprehensive evaluation of our bus network and service. This study will review current service in the context of major shifts that have taken place over the last several decades including changes in population, land use, and within the mobility industry. It will take a data-driven approach to identify service inefficiencies and opportunities to restructure transit service to better serve Chicago’s needs. The consultant will help develop recommendations to help meet the goal of maintaining, reclaiming, and growing transit ridership while increasing equity in transit service provision. This project is intended to be the first phase of an effort to re-vision CTA bus service and will be followed by a second public outreach phase that will facilitate a citywide conversation to help develop a shared vision for the future of bus service and public transit.

**Resulting product:** Phase 1: A final project report containing an executive summary, technical memoranda, and recommendations; Phase 2: A report summarizing the results of public outreach.

**Timeframe for completing the work:** Phase 1: Q4 FY 2023; Phase 2: 2024

**Source(s) of funds:** CTA Operating Funds and Statewide Planning and Research (SPR) funding

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**Name of Project:** Roadmap for Transit Signal Priority (TSP) at CTA

**Description of Planning Work:** By modifying signal timing, TSP improves bus reliability, reduces bus bunching, and improves travel time, which improves the customer experience. TSP has become an important tool that complements other CTA bus service improvements, such as the Bus Priority Zone project and the Bus Vision Study.

CTA has collaborated with the Chicago Department of Transportation (CDOT) on TSP over the last several years implementing TSP along Jeffery Boulevard in 2014, South Ashland Avenue in 2016, and Western Ave in 2018. The existing TSP architecture, however, is becoming unreliable and obsolete. CTA and CDOT are committed to maintaining the current TSP system, but both agencies understand the need for new technology to be applied in future years as the field has advanced greatly since CTA began implementation. CTA and CDOT have been investigating centralized architecture which allow for better utilization of newer communication technology that aligns with CDOT's intersection technology plans and minimization of equipment.

CDOT and CTA were awarded one of FHWA's Advanced Transportation & Congestion Mitigation Technologies Deployment (ATCMTD) 2022 grants for a Centralized TSP Pilot Program, and CTA is now updating the original planned scope for the SPR-funded work. This ATCMTD pilot program involves using existing updated signal infrastructure that will lay out the groundwork for faster implementation of TSP at more intersections. Three corridors have already been chosen due to their interconnected network and new infrastructure.

Under the SPR grant, the original scope involved a consultant developing a Roadmap specifically for a centralized TSP architecture. CTA is now revising the scope to be more complementary with the set efforts in testing centralized TSP covered by the ATCMTD grant. After CTA's recent collaboration with CDOT on pilot test intersections for the North/Central Ashland Avenue decentralized TSP project, CTA understands how to proceed with a revised scope to improve overall TSP effectiveness with respect to the traffic signal parameters and the traffic software analysis.

**Resulting product:** CTA is currently revising the scope to match new needs based on the award of the FHWA grant. The consultant will provide a report to determine:

- How much TSP provides the most advantage to the buses and their customers?
- How many seconds of green time extension or red time reduction is allowed?
- How can TSP be modeled appropriately in traffic software given the various conditions?

**Timeframe for completing the work:** FY 2024 Q3

**Source(s) of funds:** \$375,000 SPR Grant

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**Name of Project:** South Halsted Bus Corridor Enhancement Project - NEPA (Environmental Analysis) & Advanced Design

**Description of Planning Work:**

The NEPA (Environmental Analysis) and Advanced Conceptual Design phase of the South Halsted Bus Enhancement Study built off the work completed during the initial UWP funded Project Definition phase. CTA is partnered with Pace, who is led this current phase of the project. Work included refining the proposed bus priority recommendations for the 11-mile corridor based on additional analysis, VISSIM traffic modeling, and coordination with the Chicago Department of Transportation (CDOT), the Illinois Department of Transportation (IDOT), and community stakeholders.

Proposed improvements include queue jumps at select intersections, dedicated bus-only lanes, new Pace Pulse Halsted Line and Pulse stations south of 95<sup>th</sup> Street, rehabilitation of the 79<sup>th</sup>/Halsted turnaround, and traffic signal optimization and prioritization.

As part of the environmental review process, the project included analysis and documentation of the anticipated impact on ecological, archaeological, and historic resources, air quality, and noise and vibration. In addition, Pace and CTA sought input on the proposed improvements from the Corridor Advisory Group (CAG) and the public thru public meetings.

**Timeframe for completing the work:** Completed FY 2023 Q2

**Resulting product:** The project resulted in NEPA Categorical Exclusion documentation, advanced conceptual designs, and a project cost estimate. The project is anticipated to advance into a formal Design phase in FY 2023 Q4.

**Resulting product:** The project will result in NEPA Categorical Exclusion documentation, advanced conceptual designs, and a project cost estimate. The project will advance into a formal Design phase upon identification of funding.

**Source(s) of funds:** \$500,000 Invest in Cook Grant

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**Name of Project:** CTA Asset Management System Enhancements

**Description of Planning Work:** Constrained financial resources, a large physical asset base with significant state-of-good-repair investment needs, and the nationwide movement towards performance-driven management of transportation assets demand CTA's investment in its asset management data systems and decision-making tools. These systems and tools are not only increasingly vital for day-to-day management, but their full deployment enables significantly enhanced analytical and planning capabilities. Supplementing investments in asset management systems will not only improve the ongoing condition of CTA's asset base, but also



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enhance CTA's responsiveness to new Federal Transit Administration (FTA) and Illinois DOT (IDOT) reporting needs (e.g., National Bridge Inventory, FTA TAM Rule, etc.).

This project will enable the following major activities:

- Develop and deploy a web-based geographical interface for use by CTA's infrastructure maintenance coordinators – this new integration of Infor EAM and ArcGIS will allow for rapid mapping of asset conditions and maintenance trends using geographic information systems (GIS). This will ensure that planning decisions regarding capital maintenance and renewal are made with the best available data presented in a comprehensive context. This work includes developing appropriate documentation and data standards to facilitate CTA's ongoing use and maintenance of the functionality. This functionality will also be used to migrate CTA's Slow Zone tracking and mapping process to an enterprise system from the existing manually intensive processes and databases. See further discussion below regarding improvements to asset management practices. Resource needs: license acquisitions, application developer via engineering task order, testing and training
- Consolidate asset data from numerous sources into CTA's enterprise asset management (EAM) system -- establishing a "single source of truth" for asset data is a key asset management principle. This project will directly associate key asset attribute data (e.g., age, mfg./model #, condition ratings) and other related content (e.g., drawings, specifications) directly with asset records in CTA's EAM. It will also establish the appropriate business processes, forms, reports, etc. to support ongoing maintenance and utilization of the data. Initially, these efforts will focus on the most critical assets and the attributes most important for maintenance and capital renewal planning purposes. Resource needs: engineering task order for staff augmentation

**Resulting product:** Enterprise Asset Management System (EAM)

**Time frame for completing the work:** Completed FY 2023 Q2

**Source(s) of funds:** SPR Grant with CTA local fund match

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**Agency:** Metra

**Name of Project:** Boarding and Alighting Counts (timing TBD)

**Description of Planning Work:** Counting and reporting of passenger boardings and alightings by station, time, train, and line.

**Resulting Products:** Train by train details report and summary report.

**Performing the work:** Consultant TBD, Metra staff

**Timeframe for completing the work:** Delayed due to COVID-19

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**The cost of the work:** TBD

**Source(s) of funds:** Metra operating funds

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**Name of Project:** Origin and Destination Surveys (timing TBD)

**Description of Planning Work:** Survey riders on trip origin and destination, trip purpose, trip frequency, access and egress modes, ticket type, and ticket purchase method.

**Resulting Products:** Mode of Access tables, Origin and Destination maps

**Performing the work:** Consultant TBD, Metra staff

**Timeframe for completing the work:** Delayed due to COVID-19

**The cost of the work:** TBD

**Source(s) of funds:** Metra operating funds

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**Name of Project:** Metra's Systemwide on/off Rail Ridership Counts

**Description of Planning Work:** Metra will conduct 2020 On/Off Counts, which will be completed by the end of State Fiscal Year 2021. It is necessary to conduct the counts to accurately measure current ridership, to determine the number of passengers that use each station, and to predict future ridership and trends. On/Off Counts are conducted on a regular schedule, ideally every two years. Metra contracts professional services to conduct the counts due to the size and complexity of the system and the number of personnel required to complete the counts. Counts are conducted by field observation and are taken on-board all trains during typical weekday service. On the lines with the highest service levels, as many as 200 personnel are needed to conduct a full-days count over 24 hours. Staffing includes counters placed at each rail car door, back-up counters, and supervisors and consultant personnel. Accurate passenger counts support Metra staff in making informed decisions when evaluating transit service and capital expenditures. On/Off Counts are also used to inform CMAP's regional transportation plan, evaluate existing and new "infill" stations that are included in the regional Transportation Improvement Plan, and for CMAP's air quality modeling efforts. FTA's New Starts program requires this count to be performed no less than once every 5 years for ridership forecast models for potential Capital Improvement Grants applications. Metra uses the data collected from on/Off Counts to support FTA-required Title VI reporting, fare analysis, service analysis, and other general policy analyses.

**Resulting Products:** See above.



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**The cost of the work:** \$585,000

**Source(s) of funds:** SPR

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**Agency:** Pace

**Name of project:** Network Revitalization and Systemwide Restructuring Initiative

**Description of planning work:** Pace’s Strategic Plan, *Driving Innovation* specifically mentions the need for implementing and innovating fixed-route transit in the highest demand markets, while exploring the potential to harness technology and new or enhanced mobility solutions to provide more effective coverage services in lower-demand areas.

As Pace looks to increase investments in future growth markets while maintaining its vast network of service typologies, there is a growing need to evaluate the capacity and functionality of the services provided given the agency’s limited resources. As called for in *Driving Innovation*, Pace will conduct a Network Revitalization & Systemwide Restructuring of the entire Pace system. The primary goals of this initiative are to better understand current and future travel needs, to create a service standards framework to guide service investments, and to make systemwide service recommendations based on an evaluation of the market data and the service standards that are developed.

**Resulting products:** Develop recommended service changes as identified in the Network Revitalization & Systemwide Restructuring initiative. Plans will be implemented in phases as opposed to a single large scale service change. The project approach and timeline are consistent with network revitalization and restructuring initiatives that have taken place at other large transit agencies across the country.

**Performing the work:** Pace Suburban Bus with consultant help

**Time frame for completing the work:** 24 months after award of contract

**Cost of the work:** TBD

**Source(s) of funds:** FTA Grant, Pace operating funds

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**Name of project:** Pace ADA Paratransit Service and Pace Vanpool Service Customer Satisfaction Index Survey.

**Description of planning work:** The study is to conduct comprehensive customer survey to provide continued evaluation of service performance through the eyes of Pace ADA and

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Vanpool customers so their transportation needs can be met, loyalty strengthened, and ridership increased.

The required tasks include reviewing industry best practices, developing CSI survey developing sampling and survey administration plans that include both online and paper survey approaches, administrating surveys and collecting data, analyzing data and generating reports and recommendations.

The findings of the project will help Pace to trend satisfaction scores from previous years to measure the increases/decreases in customer perceptions of performance and identify key areas of Pace ADA Paratransit Services and Vanpool Services for customer experience improvement, as well as generate actionable recommendations aimed at improving the efficiency of Pace services and increasing customer loyalty.

**Timeframe for completing the work:** May 2022 to April 2024

**Resulting product:** A final project report containing an executive summary and actionable recommendations and all technical dataset and other documentation from the various project tasks.

**Performing the work:** Pace Suburban Bus with consultant help

**Cost of the work:** \$150,000

**Source(s) of funds:** IDOT SPR Grant, Pace operating funds

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**Name of project:** I-290 Express Bus Market Feasibility Study

**Description of planning work:** Conduct an express bus market and facilities feasibility study for the Interstate 290 Eisenhower Expressway corridor. The project limits are between the CTA Forest Park Blue Line Transit Center branching out as a 'Y' to Oak Brook Center/Cermak-Butterfield corridor and the Schaumburg/Woodfield region. This effort includes the development of service design and facility concepts that address the transit needs of the corridor.

**Resulting products:** The recommendation of a short-term action plan and a long-term sustainable operating and capital plan for an express bus network situated along the I-290 Eisenhower Expressway Corridor.

**Performing the work:** Pace Suburban Bus with consultant help

**Time frame for completing the work:** 12 months

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**Cost of the work:** TBD

**Source(s) of funds:** IDOT DPT Grant, Pace operating funds

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**Agency:** RTA

**Name of Project:** Community Planning Program

**Description of Planning Work:** The RTA’s Community Planning program provides funding and planning assistance to communities for planning projects that benefit local communities and the regional transit system. Community Planning offers local governments an opportunity to participate in the planning of local transportation, transit, and transit-related opportunities. Services offered include the creation of transit-oriented development plans, transit neighborhood mobility plans, transit corridor plans, mobility hubs, curb management studies, TOD zoning ordinances, developer discussion panels and special funding districts.

A call for projects was held in 2022 /2023 resulting in six (6) new projects, none of which are funded with UWP funds. A total of 18 projects are currently active when combining the new projects with active projects from previous programs, all of which are not utilizing UWP planning funds:

1. Elevated Chicago Workplan Implementation Assistance (in cooperation with CMAP’s LTA Program)
2. City of Chicago-DPD Corridor Study
3. Chicago Transit Authority Transit Improvement Plan
4. DuPage County Mobility Plan
5. Village of Berwyn TOD Zoning Code Update
6. Chicago Albany Park Mobility and Curb Management Plan
7. Maywood TOD Zoning Code Update
8. Robbins TOD Zoning Code Update
9. Village of Homewood Transit-Oriented Development Plan
10. Village of LaGrange Transit-Oriented Development Plan
11. Village of Richton Park Transit-Oriented Development Plan
12. Pace-Far South Halsted Corridor Study
13. Village of Sauk Village Corridor Study
14. City of Des Plaines Developer Dialogue
15. Quarticity Mobility Hub Concept Plan Development
16. City of Geneva Special Financing District
17. City of Joliet Transit-Oriented Development Plan
18. Village of Riverdale Mobility and Transit-Oriented Development Plan
19. Village of University Park Special Financing District

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A complete list of all past and current Community Planning projects may be viewed at <https://rtams.org/transit-projects-and-studies>

**Resulting Products:** The resulting product will be finalized plans/zoning codes or recommendations that are either adopted by the governing body of the grantees or used to further implementation.

**Performing the work:** Consulting teams, under the direction of RTA grantees and/or RTA staff, are responsible for completing the work.

**Time frame for completing the work:** The eighteen projects listed above are expected to be completed by December 31, 2024.

**The cost of the work:** \$1,000,000.

**Source(s) of funds:** RTA; Local Match

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**Name of Project:** Next Steps for Performance-Based Capital Allocations

**Description of Planning Work:** In 2021, the RTA and the Service Boards drafted a new method for allocating federal formula and state PAYGO funds. This performance-based capital allocation process distributes funds based on need, project delivery timing, and regional priorities. The new approach better matches Service Board needs, puts a focus on equity and accessibility projects and incentivizes the Service Boards to deliver projects to the region in a timely manner. The new allocation method begins with federal formula and PAYGO funds programmed in 2025 and 2026. The results of this work were incorporated into the 2022 capital program and again on the 2023 program that is available in the 2022 Operating Budget, Two-Year Financial Plan and Five-Year Capital Program and in an interactive format on RTA's Mapping and Statistics website. In 2023, the RTA and Service Boards will continue to build upon this work with additional transparency and incorporation of 12 new capital program evaluation metrics that are a part of the forthcoming regional transit strategic plan, Transit is the Answer.

**Resulting Products:** Ongoing updates to allocations, documents, and capital program information available online.

**Performing the work:** RTA staff will be responsible for performing this work in collaboration with CTA, Metra, and Pace.

**Time frame for completing the work:** The project will align with the annual budget process, to be completed in December 2023.

**The cost of the work:** N/A

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**Source(s) of funds:** RTA

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**Name of Project** Adoption and Implementation of *Transit is the Answer*, the 2023 Regional Transit Strategic Plan

**Description of Planning Work:** The 2023 Regional Transit Strategic Plan, *Transit is the Answer*, began development in August 2021 and will be considered by the RTA Board for adoption in February 2023. The plan includes an updated vision, principles, an Advocacy and Action agenda, and several 2023 actions that will commence upon adoption of the plan. Key to this will be pursuing new sustainable revenue for transit.

**Resulting Products:** Implementation of activities outlined in Regional Transit Strategic Plan

**Performing the work:** RTA staff will be responsible for performing this work with consultant assistance.

**Time frame for completing the work:** *Transit is the Answer* will be adopted in early 2023 and implementation will commence, expected to last for the term of the plan which is 5 years. Each project will have a separate implementation timeline and budget.

**The cost of the work:** TBD

**Source(s) of funds:** RTA

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**Name of Project:** RTA Strategic Asset Management (SAM) Work

**Description of Planning Work:** Beginning in 2019, staff utilized COST for analysis of various levels of capital investment funding to assist regional efforts towards obtaining increased State and Federal capital funding. To update the COST asset database from the existing 2015 data, staff compiled the Service Board NTD asset data submittals beginning in 2020 incorporating revenue vehicles and equipment. In 2023, facilities and infrastructure assets will be updated with completion of the update of the COST database in 2024. Staff will continue to update the COST database and utilize COST for ongoing requests/queries from internal clients and to inform planning efforts for the SAM work, including capital budget performance measures. The COST tool is a legacy product and has numerous inefficiencies and complexities in its data structure, coding, and optimization routines. A consultant has been engaged, and in 2023 will assist staff and review the structure of COST for improved data updates and scenario analysis.

**Resulting Products:** Data updates to COST model and analysis of funding on Transit condition.

**Performing the work:** RTA staff will be responsible for performing this work.

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**Time frame for completing the work:** Key data updates, model runs, and coordination with CMAP and Services Boards will be completed in 2023 as a part of an ongoing activity.

**The cost of the work:** \$300,000

**Source(s) of funds:** RTA

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**Name of Project:** Regional Analysis Tool Development and Maintenance

**Description of Planning Work:** RTA staff will continue to maintain and update two key regional analysis tools: the regionally calibrated STOPS model and the Transit Access Measure. For the STOPS model, staff will develop an approach to updates STOPS trip tables, transit ridership and schedules, and incorporate expected updates by FTA to the model. For the Transit Access tool, a software platform will be acquired that will allow for improved analysis. Work will include seeking input from internal and external contributors on tool development and processing of output data for project evaluation, performance measurement, and other applications.

**Resulting Products:** Updated tools available for regional transit planning applications

**Performing the work:** RTA staff will be responsible for performing the STOPS model work. External consultants and/or partners will be sought for the Transit Access tool update.

**Time frame for completing the work:** Key work will be completed in 2023 as a part of an ongoing activity.

**The cost of the work:** \$200,000

**Source(s) of funds:** RTA

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**Agency:** *Village of Oswego*

**Name of Project:** Oswego Pavement Condition Survey & Asset Inventory Collection

**Description of Planning Work:** Conduct a pavement condition survey to aid in the update of a multi-year maintenance program. We last conducted a pavement survey in 2014. The survey will allow for benchmarking against other communities. We will also collect information on the following assets: ADA ramps; signs and supports; pavement markings; and traffic signals. This data will establish a base inventory for an asset management program. Development of an asset management program is included in the Village's Strategic Plan adopted in 2022.

**Resulting Products:** See above

**The cost of the work:** \$117,500

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**Source(s) of funds:** SPR

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**Agency:** *Village of Oak Park*

**Name of Project:** Vision Zero Oak Park

**Description of Planning Work:** Vision Zero Oak Park is the Village of Oak Park's strategy to eliminate all traffic fatalities and severe injuries, with a focus on cyclists and pedestrians, while increasing safe, healthy, equitable mobility for all, by the year 2035. The ultimate product of the project will be the final Vision Zero Oak Park plan document. The project will be accomplished by progressing thru the following high-level components:

1. Educate Village Transportation Commission, staff, residents, and stakeholders on Vision Zero fundamentals;
2. Establish and foster a culture of safety throughout the process and collaborate with diverse safety stakeholders, including engagement with the public at open houses to incorporate their experiences and needs;
3. Use a data-driven process to assess the Village's traffic safety situation, including a focus on cyclist and pedestrian volumes and crashes at key locations;
4. Build common understanding of challenges and opportunities; and
5. Develop a strong action plan, including performance measures, targets, strategies, and countermeasures.

**Resulting Products:** See above

**The cost of the work:** \$150,000

**Source(s) of funds:** SPR

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**Agency:** *Village of Hoffman Estates*

**Name of Project:** Village of Hoffman Estates Comprehensive Multimodal Transportation Plan

**Description of Planning Work:** The project seeks to build on existing pavement condition reporting methods within the Village to create a unified approach to asset management, to include transit and bike/pedestrian assets. From there, the plan will build on existing recommendations within the Village's 2010 Comprehensive Bicycle Plan, various local sub-area plans, IDOT's Long Range Transportation plan, and other local and regional plans to recommend new opportunities for transportation and connectivity throughout the Village. Key focus areas for the plan will be new approaches to last-mile connectivity, complete streets and universal design implementation, and connectivity to major employment sites within the Village, such as



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the Bell Works “metroburbs,” with a focus on those areas with greatest need, and the connection of historically disadvantaged areas to job opportunities. The Village will utilize the plan, and the performance-based implementation steps it recommends, to seek further partnerships and grant opportunities to strengthen the Village’s transportation network.

**Resulting Products:** See above

**The cost of the work:** \$306,000

**Source(s) of funds:** SPR

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**Agency:** *Village of Mount Prospect*

**Name of Project:** Arterial Bike Network Study

**Description of Planning Work:** This project includes a planning study to gather existing conditions, evaluate alternatives, develop cost estimates, and prioritize future projects for bicycle infrastructure along 14 arterial roadways. Initial work will include performing site surveys, data collection (along routes, bus stops, schools, parks, train stations), and interviews/coordination with key stakeholders such as IDOT, Cook County, Pace, Metra, and Union Pacific Railroad. Additional tasks would include a comprehensive alternatives analysis for each route, roadway lighting evaluation for each route, cost estimates for the various engineering phases, identification of funding sources, and a prioritization schedule to complete the bike network.

**Resulting Products:** See above

**The cost of the work:** \$350,000

**Source(s) of funds:** SPR

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**Agency:** *City of Joliet*

**Name of Project:** I-80 Land use Planning Study

**Description of Planning Work:** This Community redevelopment plan is to be developed as one of the Environmental Justice commitments resulting from disproportionate impacts to the minority community bordering the I-80 bridges over the Des Plaines River. In coordination with the City of Joliet and with input from the community, the following scope of work describes the development of a conceptual redevelopment plan for the remaining unused land that will remain following demolition of the existing I-80 bridges. This redevelopment plan will detail



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needed zoning/land use or other policy changes that Joliet would need to implement, potential redevelopment opportunities, and detail how land is to be transferred in accordance with state statutes and local requirements that may apply. Task 1 - Community Vision and Goal Development - review existing documents to determine a draft vision and goal to ensure this plan coincides with existing plans. Task 2 - Community Needs and Prioritization - determining the community's connectivity needs. Task 3 - review and market assessment of vacant parcels and production of redevelopment alternatives at the conceptual level. Task 4- producing a planning level cost estimate and a list of short- and long-term improvements that is fiscally constrained. Task 5 - presenting the final recommendations to the community and developing a draft and final redevelopment report.

**Resulting Products:** See above

**The cost of the work:** \$400,000

**Source(s) of funds:** SPR

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**Agency:** *Joliet Regional Port District*

**Name of Project:** Joliet Regional Port District Strategic Marine and Port Master Plan

**Description of Planning Work:** In cooperation with the communities and organizations within the Port District, and all of Will County, the Port District will develop a Strategic Marine and Port Master Plan. The District will consider acquiring land to facilitate development, improving infrastructure and utilities as a conduit for investment, assessing risks from short sighted plans, enhancing existing terminal and facility assets and new facilities, and improving other modal connections such as railroads. To achieve these goals, the Port District will update existing planning documents as available and prepare new documents to implement the Strategic Marine and Port Master Plan. The project will include the development of Strategic Direction, an Operational Assessment, and a Resource Evaluation which will include the identification and prioritization of projects across three (3) time horizons (current, near term {within five (5) years}, and long term - beyond 2050).

**Resulting Products:** See above

**The cost of the work:** \$400,000

**Source(s) of funds:** SPR

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**Agency:** *City of Calumet City*

**Name of Project:** Calumet City: PEL Feasibility Study for (Full Interchange) Dolton Rd/I-94

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**Description of Planning Work:** This project includes completing a Planning and Environmental Linkage (PEL) Feasibility Study for a full interchange at Dolton Road and Interstate 94 within the corporate boundaries of Calumet City (Dolton Road is Minor Arterial). An interchange's PEL Feasibility Study is needed to examine whether a full Interchange is warranted to economic growth of the Calumet Region, improvement to the quality of life, and safety improvements. The Study is needed to better determine and define project impacts. The proposed project will investigate several interchange alternatives to establish the feasibility of each geometry. A key purpose of this Interchange Feasibility Study is to eliminate alternatives that do not meet the purpose and need of the project.

**Resulting Products:** See above

**The cost of the work:** \$805,000

**Source(s) of funds:** SPR

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**Agency:** *Central Council of Mayors / West Central Municipal Conference*

**Name of Project:** Regional Complete Streets & Green Infrastructure Master Planning

**Description of Planning Work:** The Central Council of Mayors plans to provide a regional, community-based approach to planning for Complete Streets and Green Infrastructure projects. The purpose of this study will analyze each community and, with community input, develop a customized approach towards identifying projects and locations that would be ideal candidates for Complete Streets and Green Infrastructure.

The final product of this effort will result in a planning document that outlines suggested guidelines for development standards, ordinance suggestions, targeted infrastructure projects in each community, and future considerations needed to embrace these design concepts..

**Resulting Products:** See above

**The cost of the work:** \$150,000

**Source(s) of funds:** SPR

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**Agency:** *South Suburban Mayors and Managers Association*

**Name of Project:** Calumet Triangle Corridor Planning and Research Study

**Description of Planning Work:** The Calumet Area Triangle, defined by the Northeast quadrant formed by I-80 and I-94 is comprised of commercial districts of neighboring communities of

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South Holland, Calumet City and Lansing. The project will consist of reviewing and assessing existing conditions; conducting a corridor travel market analysis, completing a corridor transportation facilities capacity analysis, completing a corridor land use compatibility analysis, identifying a set of feasible Transportation Improvements based on the Complete Streets Concept and AASHTO Roadway Design Principles and Best Practices.

**Resulting Products:** See above

**The cost of the work:** \$150,000

**Source(s) of funds:** SPR

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**Agency:** *University of Illinois Chicago*

**Name of Project:** Connecting Harvey to Joliet/Monee. Building People & Freight Connections in the Logistics Cluster anchored by the I-57/I-294 Interchange. Connecting People to Work & the Middle-Mile Strategic Logistics Plan

**Description of Planning Work:** The Chicago Southland Economic Development Corporation and the City of Harvey, sponsored by the Urban Transportation Center at UIC will study I-57/I-294/I-80 Logistics Cluster located in the municipalities of Harvey, Markham, Country Club Hills, Matteson, Hazel Crest, Posen and Dixmoor to produce strategies to enhance multimodal access for people who work in the Cluster and related development and facilitate efficient movements of freight generated at the sites. The project team will work with RTA to explore synergies between the TOD plan effort and the proposed transit connectivity improvement between the origin cluster in the Southland and the destination cluster in Monee and Joliet for Amazon. A Middle-Mile Strategic Logistics Plan will be developed with input from logistics businesses in the area. A master report will be delivered to provide site-specific as well as comprehensive strategies to maximize economic growth in the study area, connect people to new jobs that will be created by the Cluster and related new developments and address the middle-mile logistics challenges.

**Resulting Products:** See above

**The cost of the work:** \$425,000

**Source(s) of funds:** SPR

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### Appendix G: UWP development, monitoring, and reporting processes

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 is designed to run in conjunction with the State of Illinois fiscal year timeline of July 1 to June 30. 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.

The UWP Committee develops a program for recommendation to the [MPO Policy Committee](#) and the [CMAP Board](#). The eight voting members of the UWP committee are 1) the City of Chicago, 2) CTA, 3) Metra, 4) Pace, 5) CMAP, 6) RTA, 7) the Regional Council of Mayors, and 8) one representative from the six collar 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 agencies can submit proposals or sponsor submissions from other entities.

In October 2023, the UWP Committee established the CMAP [Unified Work Program Development Methodology](#). The methodology establishes the schedule and process for the development and active program management of the UWP. The methodology will be reviewed annually by the committee to determine if any adjustments to the policies, procedures, or methodology are warranted prior to the opening of the next call for projects cycle. This periodic review ensures that the methodology remains aligned with federal and state requirements and the goals and objectives of the region.

The sources of federal planning funds allocated through the UWP are the Federal Highway Administration and the Federal Transit Administration. The FY25 UWP awarded \$27.5 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$34.3 million being dedicated to transportation planning in northeastern Illinois.

Quarterly progress reports for planning activities funded through this and past UWPs can be found on CMAP's website at: <http://www.cmap.illinois.gov/unified-work-program>.



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## Appendix H: Core Budget Details

### Transportation Improvement Program (TIP)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Transportation Improvement Program (TIP)</b>	<b>40,949.8</b>	<b>20.2</b>	<b>\$3,404,005</b>	<b>\$633,895</b>	<b>\$4,037,900</b>	<b>\$3,230,320</b>	<b>\$807,580</b>
CDOT	3,965.0	2.0	\$355,265	\$309,893	\$665,158	\$532,126	\$133,032
Annual Obligations	16.0	0.0	\$1,321	\$0	\$1,321	\$1,057	\$264
CDOT STP Program	1,699.0	0.9	\$152,606	\$12,500	\$165,106	\$132,085	\$33,021
TIP Data Entry	88.0	0.0	\$7,267	\$0	\$7,267	\$5,814	\$1,453
TIP Internal Coordination	2,082.0	1.1	\$186,936	\$297,393	\$484,329	\$387,463	\$96,866
TIP Public Participation	16.0	0.0	\$1,663	\$0	\$1,663	\$1,331	\$333
TIP Training	64.0	0.0	\$5,471	\$0	\$5,471	\$4,377	\$1,094
CMAP	6,127.8	3.1	\$666,819	\$315,856	\$982,675	\$786,140	\$196,535
Conformity of plans and program (2010.04)	952.0	0.5	\$45,462	\$11,356	\$56,818	\$45,454	\$11,364
Council of Mayors Advisory Committee (2019.065)	186.8	0.1	\$11,845	\$3,233	\$15,078	\$12,062	\$3,016
eTIP Database Development and Maintenance (2010.044)	250.0	0.1	\$16,859	\$234,404	\$251,263	\$201,011	\$50,253
Federal Program Active Program Management (2024.038)	935.0	0.5	\$55,138	\$10,862	\$66,000	\$52,800	\$13,200
Federal Program Project Selection (2024.037)	1,475.0	0.8	\$90,279	\$17,785	\$108,064	\$86,452	\$21,613
Infrastructure Funding Program Area (2022.047)	0.0	0.0	\$0	\$85	\$85	\$68	\$17
Project Pipeline (2025.017)	0.0	0.0	\$0	\$10,000	\$10,000	\$8,000	\$2,000
Transportation Improvement Program (TIP) analyses (2024.039)	530.0	0.3	\$32,283	\$6,360	\$38,643	\$30,914	\$7,729
Transportation Improvement Program Area (2010.039)	1,475.0	0.8	\$75,855	\$18,113	\$93,969	\$75,175	\$18,794
Travel and Emissions Modeling (2010.017)	324.0	0.2	\$18,565	\$3,657	\$22,222	\$17,777	\$4,444

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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Unallocated	TBD	TBD	\$320,534	\$0	\$320,534	\$256,427	\$64,107
<b>CoM</b>	<b>14,826.0</b>	<b>7.4</b>	<b>\$826,829</b>	<b>\$7,940</b>	<b>\$834,769</b>	<b>\$667,815</b>	<b>\$166,954</b>
CoM Federal Coordination	1,538.0	0.8	\$73,025	\$6,188	\$79,213	\$63,370	\$15,843
CoM Reporting	2,004.0	1.0	\$97,534	\$0	\$97,534	\$78,027	\$19,507
CoM STP Program	6,941.0	3.4	\$385,485	\$0	\$385,485	\$308,388	\$77,097
TIP Data Entry	2,429.0	1.2	\$117,220	\$0	\$117,220	\$93,776	\$23,444
TIP Internal Coordination	1,202.0	0.6	\$119,405	\$0	\$119,405	\$95,524	\$23,881
TIP Public Participation	203.0	0.1	\$9,686	\$568	\$10,253	\$8,203	\$2,051
TIP Training	509.0	0.3	\$24,475	\$1,185	\$25,660	\$20,528	\$5,132
<b>CTA</b>	<b>8,037.0</b>	<b>3.9</b>	<b>\$929,361</b>	<b>\$0</b>	<b>\$929,361</b>	<b>\$743,489</b>	<b>\$185,872</b>
Annual Obligations	20.0	0.0	\$2,321	\$0	\$2,321	\$1,857	\$464
RTA 5310 Program Development	12.0	0.0	\$1,447	\$0	\$1,447	\$1,157	\$289
TIP Data Entry	152.0	0.1	\$17,409	\$0	\$17,409	\$13,927	\$3,482
TIP Internal Coordination	7,743.0	3.7	\$895,561	\$0	\$895,561	\$716,449	\$179,112
TIP Training	110.0	0.1	\$12,624	\$0	\$12,624	\$10,099	\$2,525
<b>DuPage DOT</b>	<b>171.0</b>	<b>0.1</b>	<b>\$9,989</b>	<b>\$206</b>	<b>\$10,195</b>	<b>\$8,156</b>	<b>\$2,039</b>
TIP Data Entry	135.0	0.1	\$7,933	\$0	\$7,933	\$6,346	\$1,587
TIP Internal Coordination	20.0	0.0	\$1,222	\$0	\$1,222	\$978	\$244
TIP Training	16.0	0.0	\$834	\$206	\$1,040	\$832	\$208
<b>Metra</b>	<b>6,188.0</b>	<b>3.0</b>	<b>\$536,695</b>	<b>\$0</b>	<b>\$536,695</b>	<b>\$429,356</b>	<b>\$107,339</b>
Annual Obligations	120.0	0.1	\$14,355	\$0	\$14,355	\$11,484	\$2,871
RTA 5310 Program Development	24.0	0.0	\$2,124	\$0	\$2,124	\$1,700	\$425
TIP Data Entry	616.0	0.3	\$48,494	\$0	\$48,494	\$38,796	\$9,699
TIP Internal Coordination	5,076.0	2.4	\$434,653	\$0	\$434,653	\$347,723	\$86,931
TIP Public Participation	272.0	0.1	\$32,113	\$0	\$32,113	\$25,691	\$6,423
TIP Training	80.0	0.0	\$4,954	\$0	\$4,954	\$3,964	\$991

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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Pace	1,635.0	0.8	\$79,048	\$0	\$79,048	\$63,238	\$15,810
Annual Obligations	55.0	0.0	\$2,835	\$0	\$2,835	\$2,268	\$567
TIP Data Entry	55.0	0.0	\$2,835	\$0	\$2,835	\$2,268	\$567
TIP Internal Coordination	1,470.0	0.7	\$70,542	\$0	\$70,542	\$56,434	\$14,108
TIP Training	55.0	0.0	\$2,835	\$0	\$2,835	\$2,268	\$567

**Metropolitan Transportation Plan (MTP)**

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Metropolitan Transportation Plan (MTP)</b>	<b>64,206.8</b>	<b>32.8</b>	<b>\$5,083,066</b>	<b>\$4,373,302</b>	<b>\$9,456,368</b>	<b>\$7,565,095</b>	<b>\$1,891,274</b>
CDOT	1,328.0	0.7	\$122,652	\$309,893	\$432,544	\$346,036	\$86,509
MTP Coordination	910.0	0.5	\$88,134	\$297,393	\$385,526	\$308,421	\$77,105
MTP Data	394.0	0.2	\$32,537	\$0	\$32,537	\$26,029	\$6,507
MTP Public Participation	24.0	0.0	\$1,982	\$12,500	\$14,482	\$11,586	\$2,896
CMAP	56,092.8	28.8	\$4,527,716	\$4,062,842	\$8,590,558	\$6,872,447	\$1,718,112
2026 Regional Transportation Plan Transportation Plan (MTP) (2023.046)	2,050.0	1.1	\$72,924	\$189,866	\$262,790	\$210,232	\$52,558
Accessibility Program Area (2021.08)	20.0	0.0	\$2,476	\$9,458	\$11,934	\$9,547	\$2,387
Advanced Travel Model Implementation Program Area (2010.033)	1,320.0	0.7	\$76,433	\$89,227	\$165,660	\$132,528	\$33,132
Air Quality and Water Resources Program Area (2021.005)	980.0	0.5	\$49,028	\$9,828	\$58,856	\$47,085	\$11,771
Annual technical assistance call for projects (2024.001)	1,050.0	0.5	\$21,748	\$654,284	\$676,033	\$540,826	\$135,207
Applied Research (2023.029)	500.0	0.3	\$9,666	\$1,904	\$11,570	\$9,256	\$2,314
Available Transportation Grant List (2021.081)	175.0	0.1	\$4,577	\$902	\$5,479	\$4,383	\$1,096
Bike/pedestrian count database maintenance (2020.03)	75.0	0.0	\$3,988	\$786	\$4,774	\$3,819	\$955
Bikeways Inventory (BIS) Maintenance (2020.031)	430.0	0.2	\$22,544	\$4,441	\$26,985	\$21,588	\$5,397



**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Capacity Building Program Area (2019.007)	9,152.5	4.7	\$465,569	\$92,887	\$558,456	\$446,765	\$111,691
Census Agency Administrator and Data Coordination (2010.013)	160.0	0.1	\$6,709	\$1,322	\$8,031	\$6,425	\$1,606
CIP: Lansing Capital Improvement Plan (2024.022)	10.0	0.0	\$502	\$99	\$600	\$480	\$120
City of Chicago Black Metropolis National Heritage Area Feasibility Study (2023.002)	225.0	0.1	\$11,167	\$2,200	\$13,367	\$10,694	\$2,673
CMAPplot Maintenance and Augmentation (2022.003)	75.0	0.0	\$2,048	\$404	\$2,452	\$1,962	\$490
Community Characteristics for Reinvestment (2021.034)	425.0	0.2	\$22,059	\$4,346	\$26,404	\$21,124	\$5,281
Community Cohort Evaluation Tool (2019.018)	70.0	0.0	\$4,357	\$858	\$5,216	\$4,172	\$1,043
Community data snapshots (2020.029)	400.0	0.2	\$18,223	\$3,590	\$21,813	\$17,450	\$4,363
Conformity of plans and program (2010.04)	238.0	0.1	\$11,365	\$2,839	\$14,204	\$11,364	\$2,841
Cook County/UIC Property Tax Analysis (2023.041)	75.0	0.0	\$4,347	\$856	\$5,203	\$4,163	\$1,041
Council of Mayors Advisory Committee (2019.065)	186.8	0.1	\$11,845	\$3,233	\$15,078	\$12,062	\$3,016
Developments of Regional Importance (DRI) requests (2020.026)	180.0	0.1	\$12,619	\$2,486	\$15,105	\$12,084	\$3,021
Ecopia (2025.009)	100.0	0.1	\$1,986	\$391	\$2,377	\$1,901	\$475
Equity Program Area (2022.046)	1,380.0	0.7	\$43,418	\$67,523	\$110,942	\$88,753	\$22,188
Financial plan development and implementation (2021.047)	550.0	0.3	\$28,741	\$5,662	\$34,403	\$27,522	\$6,881
Freight and Industrial Program Area (2018.004)	487.5	0.3	\$25,192	\$5,133	\$30,325	\$24,260	\$6,065
Future of comprehensive plans (2025.022)	267.0	0.1	\$1,450	\$286	\$1,735	\$1,388	\$347
Grant Readiness: Village of Ford Heights (2024.025)	10.0	0.0	\$486	\$96	\$582	\$466	\$116
Groundwater governance best practice exploration (2024.004)	226.0	0.1	\$9,521	\$1,876	\$11,397	\$9,118	\$2,279
Housing and Land Use Program Area (2010.029)	739.5	0.4	\$28,672	\$15,118	\$43,790	\$35,032	\$8,758
I-290 Blue Line Corridor Program (2024.056)	950.0	0.5	\$45,085	\$508,882	\$553,967	\$443,173	\$110,793
IDOT ADA Grant Agreement (2022.068)	12.0	0.0	\$807	\$159	\$966	\$773	\$193
IEPA Water Quality Management Plan (WQMP) implementation and watershed planning (2025.001)	25.0	0.0	\$2,947	\$581	\$3,528	\$2,822	\$706
Inclusive regional economy collaboration (2022.041)	110.0	0.1	\$5,777	\$1,138	\$6,915	\$5,532	\$1,383
Infrastructure Funding Program Area (2022.047)	0.0	0.0	\$0	\$85	\$85	\$68	\$17
Investment Strategies Program Area (2022.038)	262.5	0.1	\$10,925	\$2,322	\$13,247	\$10,598	\$2,649



**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
ISWS Research Proposal (2024.05)	171.0	0.1	\$1,448	\$425	\$1,873	\$1,499	\$375
Kane County Housing Readiness (2024.01)	0.0	0.0	\$0	\$60,000	\$60,000	\$48,000	\$12,000
Land Use Inventory Maintenance (2020.027)	2,300.0	1.2	\$50,470	\$9,943	\$60,412	\$48,330	\$12,082
Local planning: Braidwood comprehensive plan (2022.05)	20.0	0.0	\$1,382	\$272	\$1,654	\$1,323	\$331
Local Planning: Chinatown NEXT Implementation Assistance (2024.024)	75.0	0.0	\$3,304	\$651	\$3,955	\$3,164	\$791
Local Planning: City of Chicago Austin neighborhood central avenue corridor study (2020.806)	10.0	0.0	\$674	\$133	\$807	\$645	\$161
Local Planning: EQUITICITY North Lawndale GoHub (2023.034)	130.0	0.1	\$6,666	\$1,313	\$7,979	\$6,383	\$1,596
Local planning: Metropolitan Water Reclamation District (MWRD) land use planning partnership (2021.912)	10.0	0.0	\$510	\$101	\$611	\$489	\$122
Local Planning: River Grove comprehensive plan (2022.052)	10.0	0.0	\$522	\$103	\$625	\$500	\$125
Local Planning: Waukegan Unified Development Ordinance (2021.91)	30.0	0.0	\$1,415	\$279	\$1,694	\$1,355	\$339
Local Socioeconomic Forecasting Program Area (2021.018)	2,000.0	1.0	\$94,393	\$118,765	\$213,158	\$170,527	\$42,632
McHenry County Housing Ready Plan (2025.021)	447.0	0.2	\$1,850	\$120,365	\$122,215	\$97,772	\$24,443
Multi-Year Household Travel Survey (2024.006)	720.0	0.4	\$45,783	\$374,019	\$419,802	\$335,841	\$83,960
New regional plan scoping and development (2023.016)	5,730.0	2.9	\$176,726	\$335,315	\$512,041	\$409,633	\$102,408
NEXT: Chicago Illinois International Port District Master Plan (2019.038)	20.0	0.0	\$974	\$192	\$1,166	\$933	\$233
Northeastern Illinois Development Database (NDD / NIDD) Maintenance (2010.018)	1,200.0	0.6	\$59,834	\$11,787	\$71,621	\$57,297	\$14,324
Northeastern Illinois Development Database (NDD / NIDD) Update (2020.073)	450.0	0.2	\$19,978	\$3,936	\$23,914	\$19,131	\$4,783
Northwest Cook Transit Coordination Study (2023.048)	32.5	0.0	\$1,859	\$45,010	\$46,870	\$37,496	\$9,374
ON TO 2050 indicator and performance monitoring (2010.031)	120.0	0.1	\$3,417	\$673	\$4,090	\$3,272	\$818
Plan of Action for Regional Transit (PART) (2023.004)	0.0	0.0	\$0	\$75,000	\$75,000	\$60,000	\$15,000
Planning (2010.023)	2,250.0	1.2	\$19,728	\$3,886	\$23,614	\$18,891	\$4,723

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Project Pipeline (2025.017)	0.0	0.0	\$0	\$90,000	\$90,000	\$72,000	\$18,000
Regional climate action planning (2024.055)	2,775.0	1.4	\$114,331	\$158,773	\$273,104	\$218,483	\$54,621
Regional Economy framework (2024.059)	750.0	0.4	\$4,420	\$50,871	\$55,291	\$44,233	\$11,058
Regional Economy Program Area (2021.031)	3,430.0	1.8	\$146,600	\$110,050	\$256,651	\$205,320	\$51,330
Regional Freight-System Assessment (2025.028)	0.0	0.0	\$0	\$80,000	\$80,000	\$64,000	\$16,000
Regional Project Collaborations: Infrastructure Investment and Jobs Act (IIJA) programs (2023.005)	430.0	0.2	\$21,795	\$4,294	\$26,089	\$20,871	\$5,218
Regional Socioeconomic Forecast (2021.02)	1,680.0	0.9	\$85,478	\$16,839	\$102,317	\$81,853	\$20,463
Regional transportation vulnerability assessment (2022.01)	400.0	0.2	\$21,806	\$244,796	\$266,601	\$213,281	\$53,320
Regional water demand forecast refinement (2023.037)	70.0	0.0	\$5,978	\$1,178	\$7,155	\$5,724	\$1,431
Regionally significant projects (RSP) support and evaluation (2010.024)	700.0	0.4	\$38,475	\$7,580	\$46,055	\$36,844	\$9,211
Resilience Funding Program Coordination (2025.02)	150.0	0.1	\$12,312	\$2,425	\$14,737	\$11,790	\$2,947
Resilience Planning and Technical Assistance (2025.018)	670.0	0.3	\$7,675	\$52,012	\$59,687	\$47,750	\$11,937
Safe Travel for All Roadmap Program Area (2021.029)	2,969.5	1.5	\$155,284	\$31,761	\$187,045	\$149,636	\$37,409
Safety: Cicero Local Road Safety Plan (2022.049)	0.0	0.0	\$0	\$45,790	\$45,790	\$36,632	\$9,158
Small Area Estimates of Employment Database Maintenance (2010.019)	80.0	0.0	\$4,795	\$945	\$5,739	\$4,591	\$1,148
Strategic Direction development, implementation, and tracking (2023.045)	230.0	0.1	\$16,006	\$3,153	\$19,160	\$15,328	\$3,832
Subregional Economic Collaboration (2023.009)	25.0	0.0	\$1,900	\$374	\$2,275	\$1,820	\$455
Transit and Vision Program Area (2023.021)	0.0	0.0	\$0	\$170	\$170	\$136	\$34
Transportation Modeling Services to Regional Partners (2010.035)	1,230.0	0.6	\$81,742	\$145,303	\$227,045	\$181,636	\$45,409
Transportation Resilience Policy and Tools (2025.019)	270.0	0.1	\$13,471	\$2,654	\$16,125	\$12,900	\$3,225
Transportation Resilience Program Area (2021.016)	0.0	0.0	\$0	\$170	\$170	\$136	\$34
Travel and Emissions Modeling (2010.017)	1,296.0	0.7	\$74,258	\$14,629	\$88,887	\$71,110	\$17,777
ULI Professional Services (2021.064)	85.0	0.0	\$760	\$20,150	\$20,910	\$16,728	\$4,182

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Unallocated	TBD	TBD	\$1,677,664	\$0	\$1,677,664	\$1,342,131	\$335,533
Village of Alsip Bicycle and Pedestrian Plan (2024.019)	57.5	0.0	\$3,275	\$25,478	\$28,753	\$23,003	\$5,751
Village of Richmond Bicycle and Pedestrian Plan (2024.02)	32.5	0.0	\$2,043	\$25,685	\$27,729	\$22,183	\$5,546
Water Supply Planning (FY25-27) (2025.002)	25.0	0.0	\$2,947	\$581	\$3,528	\$2,822	\$706
West Cook Bicycle and Pedestrian Plan (2024.021)	95.0	0.0	\$5,797	\$79,947	\$85,744	\$68,595	\$17,149
CoM	5,678.0	2.8	\$322,943	\$568	\$323,511	\$258,808	\$64,702
MTP Coordination	5,339.0	2.6	\$300,805	\$0	\$300,805	\$240,644	\$60,161
MTP Public Participation	339.0	0.2	\$22,138	\$568	\$22,706	\$18,164	\$4,541
CTA	600.0	0.3	\$69,029	\$0	\$69,029	\$55,223	\$13,806
MTP Data	300.0	0.2	\$49,259	\$0	\$49,259	\$39,407	\$9,852
MTP Data	300.0	0.1	\$19,770	\$0	\$19,770	\$15,816	\$3,954
DuPage DOT	300.0	0.1	\$16,089	\$0	\$16,089	\$12,871	\$3,218
MTP Data	300.0	0.1	\$16,089	\$0	\$16,089	\$12,871	\$3,218
Metra	208.0	0.1	\$24,637	\$0	\$24,637	\$19,709	\$4,927
MTP Coordination	80.0	0.0	\$10,972	\$0	\$10,972	\$8,778	\$2,194
MTP Data	88.0	0.0	\$8,179	\$0	\$8,179	\$6,543	\$1,636
MTP Public Participation	40.0	0.0	\$5,486	\$0	\$5,486	\$4,389	\$1,097

**Congestion Management Process (CMP)**

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Congestion Management Process (CMP)</b>	<b>2167.0</b>	<b>1.1</b>	<b>\$152,374</b>	<b>\$514,650</b>	<b>\$667,025</b>	<b>\$533,620</b>	<b>\$133,405</b>
CMAA	855.0	0.4	\$94,331	\$159,650	\$253,982	\$203,185	\$50,796
Congestion Management Process Monitoring (2024.005)	480.0	0.2	\$27,887	\$5,494	\$33,381	\$26,705	\$6,676
Congestion Management Process Update (2023.023)	375.0	0.2	\$21,100	\$154,157	\$175,257	\$140,205	\$35,051
Unallocated	TBD	TBD	\$34,953	\$0	\$34,953	\$27,962	\$6,991

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
DuPage DOT	125.0	0.1	\$8,043	\$0	\$8,043	\$6,434	\$1,609
CMP Data	125.0	0.1	\$8,043	\$0	\$8,043	\$6,434	\$1,609
Pace	1,187.0	0.6	\$50,000	\$355,000	\$405,000	\$324,000	\$81,000
CMP Data	1,187.0	0.6	\$50,000	\$355,000	\$405,000	\$324,000	\$81,000

**Performance Monitoring (PM)**

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Performance Monitoring (PM)</b>	<b>7,688.0</b>	<b>3.8</b>	<b>\$476,963</b>	<b>\$19,967</b>	<b>\$496,929</b>	<b>\$397,543</b>	<b>\$99,386</b>
CMAP	3,498.0	1.8	\$191,846	\$19,967	\$211,813	\$169,450	\$42,363
Data Science Program Area (2019.045)	998.0	0.5	\$5,103	\$1,175	\$6,279	\$5,023	\$1,256
Establishment of Performance Targets and Performance Monitoring (2010.03)	1075.0	0.6	\$34,063	\$6,710	\$40,773	\$32,619	\$8,155
ON TO 2050 indicator and performance monitoring (2010.031)	680.0	0.3	\$19,361	\$3,814	\$23,175	\$18,540	\$4,635
Performance Measures Program Area (2010.043)	745.0	0.4	\$41,100	\$8,267	\$49,367	\$39,493	\$9,873
Unallocated	TBD	TBD	\$71,085	\$0	\$71,085	\$56,868	\$14,217
CoM	1,314.0	0.7	\$64,320	\$0	\$64,320	\$51,456	\$12,864
CoM PM coordination	1,314.0	0.7	\$64,320	\$0	\$64,320	\$51,456	\$12,864
CTA	416.0	0.2	\$50,815	\$0	\$50,815	\$40,652	\$10,163
PM data	416.0	0.2	\$50,815	\$0	\$50,815	\$40,652	\$10,163
DuPage DOT	20.0	0.0	\$1,379	\$0	\$1,379	\$1,103	\$276
PM data	20.0	0.0	\$1,379	\$0	\$1,379	\$1,103	\$276
Metra	1,120.0	0.5	\$89,804	\$0	\$89,804	\$71,843	\$17,961
PM data	1,120.0	0.5	\$89,804	\$0	\$89,804	\$71,843	\$17,961
Pace	1,320.0	0.6	\$78,799	\$0	\$78,799	\$63,039	\$15,760
PM data	1,320.0	0.6	\$78,799	\$0	\$78,799	\$63,039	\$15,760

**Proposed FY 2025 Unified Work Program (UWP)  
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**Public Participation (PP)**

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Public Participation (PP)</b>	<b>16,410.0</b>	<b>8.3</b>	<b>\$1,402,496</b>	<b>\$222,034</b>	<b>\$1,624,530</b>	<b>\$1,299,624</b>	<b>\$324,906</b>
CDOT	160.0	0.1	\$16,632	\$0	\$16,632	\$13,306	\$3,326
PP assistance	160.0	0.1	\$16,632	\$0	\$16,632	\$13,306	\$3,326
CMAP	11,454.0	5.9	\$1,084,190	\$214,172	\$1,298,362	\$1,038,690	\$259,672
CMAP committee support (2019.031)	2,165.5	1.1	\$86,946	\$17,128	\$104,074	\$83,259	\$20,815
CMAP Data Hub (2020.025)	763.0	0.4	\$7,528	\$1,483	\$9,011	\$7,209	\$1,802
Communications Program Area (2010.045)	3,500.0	1.8	\$182,178	\$54,724	\$236,902	\$189,521	\$47,380
Community Alliance for Regional Equity (CARE) (2021.056)	424.5	0.2	\$26,520	\$5,224	\$31,744	\$25,396	\$6,349
Community data snapshots (2020.029)	100.0	0.1	\$4,556	\$897	\$5,453	\$4,363	\$1,091
Council of Mayors Advisory Committee (2019.065)	249.0	0.1	\$15,793	\$4,311	\$20,104	\$16,083	\$4,021
Engagement support (2010.049)	150.0	0.1	\$6,894	\$64,928	\$71,822	\$57,458	\$14,364
Equitable Safety Engagement (2024.047)	352.0	0.2	\$17,448	\$3,437	\$20,885	\$16,708	\$4,177
Freedom of Information Act (FOIA) response coordination (2010.057)	75.0	0.0	\$3,684	\$726	\$4,410	\$3,528	\$882
Intergovernmental Affairs Program Area (2010.032)	2,800.0	1.4	\$163,688	\$51,896	\$215,584	\$172,467	\$43,117
Local government network (LGN) (2020.081)	695.0	0.4	\$38,609	\$7,606	\$46,215	\$36,972	\$9,243
Municipal / County Survey (2018.003)	180.0	0.1	\$9,188	\$1,810	\$10,998	\$8,798	\$2,200
Public engagement tools, platforms, contact database (2022.004)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Public opinion poll (2021.05)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Unallocated	TBD	TBD	\$401,727	\$0	\$401,727	\$321,382	\$80,345
CoM	4,736.0	2.3	\$293,444	\$7,863	\$301,307	\$241,045	\$60,261
PP assistance	4,736.0	2.3	\$293,444	\$7,863	\$301,307	\$241,045	\$60,261
Metra	60.0	0.0	\$8,229	\$0	\$8,229	\$6,583	\$1,646
PP assistance	60.0	0.0	\$8,229	\$0	\$8,229	\$6,583	\$1,646

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

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**Operational Expenses (Ops)**

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
<b>Operational Expenses (Ops)</b>	<b>153,280.0</b>	<b>78.5</b>	<b>\$9,047,222</b>	<b>\$8,437,318</b>	<b>\$17,484,541</b>	<b>\$13,987,632</b>	<b>\$3,496,908</b>
CMAP	148,971.0	76.40	\$8,756,835	\$8,173,634	\$16,930,468	\$13,544,375	\$3,386,094
Agency support (2010.002)	63218.0	32.4	\$3,682,905	\$725,532	\$4,408,437	\$3,526,750	\$881,687
Agency-wide GIS working group (2021.001)	353.0	0.2	\$4,272	\$842	\$5,113	\$4,091	\$1,023
Agenda Software (2021.073)	25.0	0.0	\$1,759	\$347	\$2,106	\$1,685	\$421
Compensation (2010.05)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Data Engineering (2025.011)	700.0	0.4	\$3,718	\$732	\$4,450	\$3,560	\$890
Data Governance (2025.01)	200.0	0.1	\$3,903	\$160,769	\$164,671	\$131,737	\$32,934
DEI Focus Area: Community (Champions of Equity / Integrating equity into planning practices) (2020.077)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
DEI Focus Area: Community (CMAP University) (2024.051)	275.0	0.1	\$9,626	\$1,896	\$11,522	\$9,218	\$2,304
DEI Focus Area: Workplace (WeMAP / Belonging at CMAP) (2017.009)	420.0	0.2	\$16,821	\$3,314	\$20,135	\$16,108	\$4,027
DEI Roadmap (Community focus area): TBD FY25 Project (2025.008)	290.0	0.1	\$4,813	\$948	\$5,761	\$4,609	\$1,152
Diversity, equity, and inclusion (DEI) Roadmap Program Area (2022.032)	1900.0	1.0	\$36,414	\$62,844	\$99,258	\$79,407	\$19,852
Enterprise resource planning system (ERP) (2021.044)	150.0	0.1	\$10,530	\$2,074	\$12,604	\$10,083	\$2,521
External Ambassador Program Area (2010.004)	11900.0	6.1	\$688,220	\$135,579	\$823,799	\$659,039	\$164,760
Facilities (2010.056)	125.0	0.1	\$4,813	\$948	\$5,761	\$4,609	\$1,152
Federal Certification Review (2022.005)	65.0	0.0	\$4,244	\$836	\$5,080	\$4,064	\$1,016
Finance Program Area (2010.046)	3850.0	2.0	\$156,965	\$2,319,086	\$2,476,052	\$1,980,841	\$495,210
GIS Management (2025.012)	840.0	0.4	\$3,718	\$732	\$4,450	\$3,560	\$890
Human Resources Program Area (2010.047)	2360.0	1.2	\$145,469	\$28,827	\$174,297	\$139,437	\$34,859
Information Security (2010.053)	300.0	0.2	\$20,833	\$4,104	\$24,937	\$19,950	\$4,987
Information Technology Program Area (2010.048)	920.0	0.5	\$63,888	\$3,180,208	\$3,244,096	\$2,595,277	\$648,819

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)

	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Internal data library (2020.024)	585.0	0.3	\$4,757	\$937	\$5,694	\$4,555	\$1,139
MacArthur Grant Project Evaluation- Internal (2023.003)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Office Systems Management (2010.054)	625.0	0.3	\$31,280	\$6,162	\$37,443	\$29,954	\$7,489
Operations Program Area (2010.006)	11700.0	6.0	\$1,033,044	\$350,833	\$1,383,876	\$1,107,101	\$276,775
Procurements, contracts, and commercial datasets (2010.012)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Professional training (2010.003)	7375.0	3.8	\$425,352	\$593,213	\$1,018,565	\$814,852	\$203,713
Program Management Program Area (2010.011)	1140.0	0.6	\$112,569	\$142,346	\$254,915	\$203,932	\$50,983
Record retention management program (2023.007)	300.0	0.2	\$7,731	\$1,523	\$9,254	\$7,403	\$1,851
Talent management and training (2010.051)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Third party payroll implementation project (2022.007)	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Time Off (Vacation, Personal Days, Holidays and Sick Time) (2010.001)	38055.0	19.5	\$2,194,815	\$432,379	\$2,627,194	\$2,101,755	\$525,439
Unallocated	0.0	0.0	\$0	\$0	\$0	\$0	\$0
Unified Work Program (UWP) Development Support (2024.002)	475.0	0.2	\$33,147	\$6,530	\$39,677	\$31,742	\$7,935
User support (2010.055)	525.0	0.3	\$30,397	\$5,988	\$36,385	\$29,108	\$7,277
Web Infrastructure Management (2010.052)	300.0	0.2	\$20,833	\$4,104	\$24,937	\$19,950	\$4,987
CoM	4,309.0	2.1	\$290,388	\$263,684	\$554,072	\$443,258	\$110,814
CoM Operations	4,309.0	2.1	\$290,388	\$263,684	\$554,072	\$443,258	\$110,814

**Proposed FY 2025 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2024 – June 30, 2025)