



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: March 1, 2024

Subject: Proposed FY2025 Unified Work Program (UWP)

Action Requested: Approval

On November 28, 2023, CMAP staff issued a call for FY2025 Unified Work Program (UWP) core and FY2025 – 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 UWP committee on January 17, 2024. The staff recommended FY2025 – 2029 Competitive Program was made available for public comment through January 26, 2024. No comments were received.

The Proposed FY2025 Unified Work Program (UWP) was reviewed and approved by the UWP Committee on February 7, 2024 and by the Transportation Committee on March 1, 2024. The Transportation Committee recommends final approval by the MPO Policy Committee. The proposed UWP includes FY2025 funding summaries, details of the FY2025 core program activities, and details of the recommended FY2025 – 2029 competitive program projects. Highlights from the proposed UWP are provided below.

FY2025 Funding Summary

FY2025 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. FY2025 UWP budget by major activity

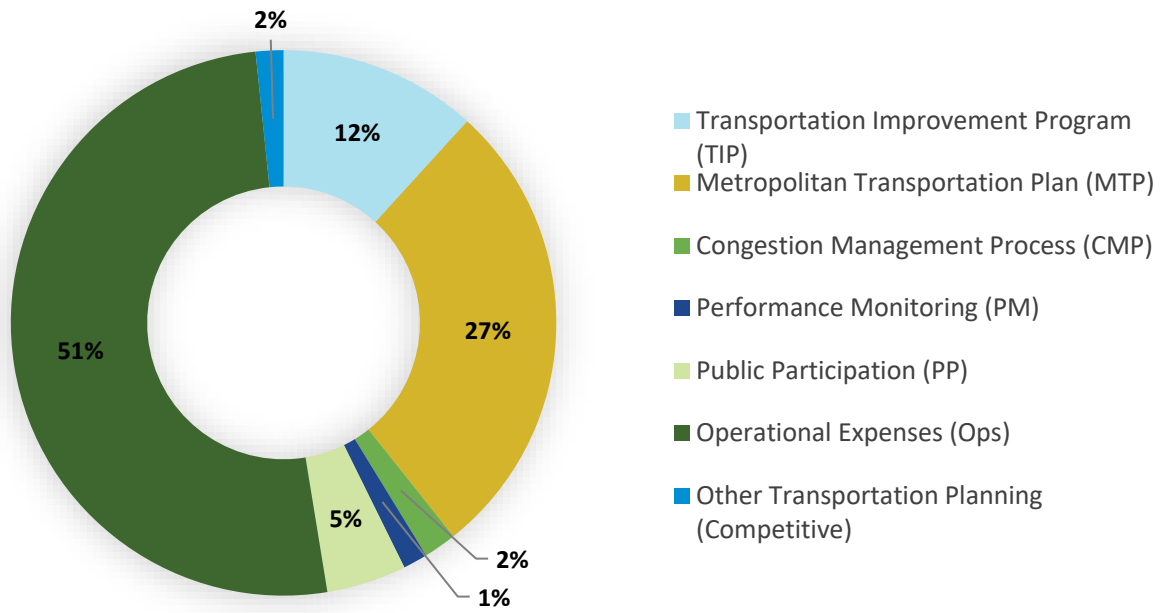
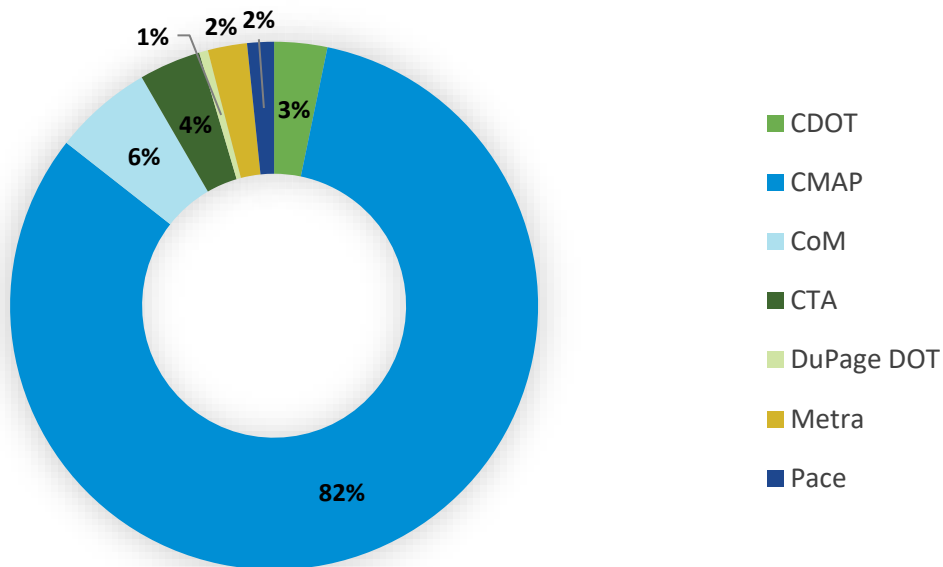


Figure 2. FY2025 UWP budget by agency



The FY2025 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).

FY2025 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%)
Transportation Improvement Program (TIP)	\$3,404	\$634	\$4,038	\$3,230	\$808
Metropolitan Transportation Plan (MTP)	\$5,083	\$4,373	\$9,456	\$7,565	\$1,891
Congestion Management Process (CMP)	\$152	\$515	\$667	\$534	\$133
Performance Monitoring (PM)	\$477	\$20	\$497	\$398	\$99
Public Participation (PP)	\$1,402	\$222	\$1,625	\$1,300	\$325
Operational Expenses (Ops)	\$9,047	\$8,437	\$17,485	\$13,988	\$3,497
GRAND TOTAL	\$19,566	\$14,201	\$33,767	\$27,014	\$6,753

All figures in thousands of dollars

FY2025 – 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 FY2025-2029 competitive projects, 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.

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
Total			\$563	\$1,069	\$242	\$0	\$0
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.

MPO Policy Committee approval is requested. Upon final approval the FY2025 UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2024.