



**MPO POLICY COMMITTEE**

**AGENDA - FINAL**

Thursday, March 14, 2024

9:30 AM

**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 Wednesday, March 13, 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.

<https://us06web.zoom.us/j/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 850 0393 4401      Passcode: 775974

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 and Introductions****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from January 11, 2024** [24-113](#)

ACTION REQUESTED: Approval

**Attachments:** [MPO Policy Committee 01.11.24 Minutes](#)**4.0 CMAP Announcements****4.01 Executive director's report** [24-114](#)

ACTION REQUESTED: Information

**4.02 Council of Mayors' report** [24-115](#)

ACTION REQUESTED: Information

**4.03 CMAP Board update** [24-116](#)

ACTION REQUESTED: Information

**5.0 Other Items for Approval****5.01 Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois** [24-112](#)

PURPOSE & ACTION: The Transportation Committee recommends final approval of the Proposed FY2025 UWP for Northeastern Illinois (July 1, 2024 - June 30, 2025) 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. The FY2025 UWP budget totals \$34,330,783. This includes \$27,464,626 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan planning funds and \$6,866,157 in state and local matching funds.

CMAP's FY2025 proposed budget and work plan is a companion document to the UWP. CMAP uses UWP funds complemented by a diverse set of funding sources to carry out the transportation planning and programming activities described in this UWP and deliver its other regional planning functions and services. The CMAP Board approved the FY2025 comprehensive budget and work plan in February 2024.

ACTION REQUESTED: Approval

**Attachments:** [Proposed FY2025 UWP Budget Memo](#)  
[Proposed FY2025 Unified Work Program](#)  
[Proposed FY2025 Budget and Work Plan Memo](#)  
[CMAP Proposed FY2025 Budget and Regional Work Plan](#)

## 6.0 Information Items

### 6.01 Legislative update [24-104](#)

PURPOSE & ACTION: Update on legislation related to CMAP funding and operations and an update on recent legislative activity of interest to the MPO Policy Committee.

ACTION REQUESTED: Information

**Attachments:** [Legislative Update](#)

### 6.02 Regional Climate Action Plan [24-105](#)

PURPOSE & ACTION: CMAP and the Metropolitan Mayors Caucus have kicked off regional climate action planning work in response to and with funding support from the USEPA Climate Pollution Reduction grant program. The work is also supported by a grant from the Department of Energy Clean Energy to Communities (C2C) program, and includes a partnership with Oak Ridge National Laboratory, the Respiratory Health Association, and ComEd. Staff will discuss components of the climate action planning process and surrounding context, including establishing a greenhouse gas performance measure.

ACTION REQUESTED: Information

**Attachments:** [CAP Memo](#)

### 6.03 Regional planning approach update [24-122](#)

PURPOSE & ACTION: An update of the structure and benefits of a new approach to fulfilling CMAP's federal and state metropolitan planning responsibilities including the successor to ON TO 2050 and the 2026 regional transportation plan.

ACTION REQUESTED: Information

**Attachments:** [Regional Planning Approach Update Memo](#)

## 7.0 Other Business

### 8.0 Public Comment

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

### 9.0 Next Meeting

The next meeting is scheduled for June 13, 2024.

### 10.0 Adjournment

**MPO POLICY COMMITTEE****MEETING MINUTES - DRAFT**

Thursday, January 11, 2024

9:30 AM

**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 Wednesday, January 10, 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.

<https://us06web.zoom.us/j/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

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## 1.0 Call to Order and Introductions

Pro-Tem Chair Jennifer Killen called the meeting to order at 9:32 a.m.

**Present:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

Noting a physical quorum, Pro-Tem Chair Killen reported that requests were received from Pace's Representative Melinda Metzger, RTA Representative Maulik Vaishnav, Lake County Representative Kevin Carrier, CMAP's Representative 2 Matt Brolley, DuPage County's Representative John Loper, Will County's Representative Elaine Bottomley, and Kendall County's Representative Scott Gengler to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

*A motion was made by Metra Representative Lynnette Ciavarella, seconded by Council of Mayors' Representative Jeffrey Schielke, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative and Metra Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

**Not Present:** CMAP Representative 2, DuPage Co Representative, Kendall Co Representative, Lake Co Representative, Pace Representative, RTA Representative and Will Co Representative

John Donovan served as IDOT representative, Vignesh Krishnamurthy served as CDOT representative, Frank Beal served as CMAP Representative 1, President Matt Brolley served as CMAP Representative 2, Molly Poppe served as representative to CTA. Jennifer Killen served as Cook County Representative, Jeffrey Schielke served as Council of Mayors Representative, Chris Hall served as Federal Highway Authority Representative, Mark Kane served as FTA Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane County Representative, Scott Gengler served as Kendall County Representative, Kevin Carrier served as Lake County Representative, Lynnette Ciavarella served as Metra Representative, Melinda Metzger served as Pace Representative, Maulik Vaishnav served as RTA Representative, Elaine Bottomley served as Will County Representative, and Tom Evenson served as Class 1 Railroads Representative

**Staff present:** Erin Aleman, Lindsay Bailey, Bill Barnes, Victoria Barrett, Jonathan Burch, John Carpenter, Teri Dixon, Kama Dobbs, Doug Ferguson, Ryan Gougis, Jane Grover, Kasia Hart, Aimee Lee, Amy McEwan, Stephane Phifer, Russell Pietrowiak, Kimberly Piper-Canon, Jennie Vana, Blanca Vela-Schneider

**Others present:** Garland Armstrong, Holly Bieneman, Jesse Elam, Brandon Geber, George Kandathil, Jill Leary, John Loper, Heidi Lichtenberger, Matt Pasquini, Suzette Quintell, Megan Swanson, Michael Vanderhoof

## 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

Pro-Tem Chair Killen reported that David Snyder, FHWA Illinois Division Administrator, will be joining the Ohio FHWA as their Division Administrator. She welcomed Chris Hall who is serving as acting Illinois Division Administrator for the FHWA.

## 3.0 Approval of Minutes

### 3.01 CMAP Board and MPO Policy Committee joint minutes from October 11, 2023

[24-009](#)

**Attachments:** [MPO-CMAP Board 10.11.23 Minutes](#)

*A motion was made by Kane County Representative Tom Rickert, seconded by Council of Mayors Representative Jeff Schielke, to approve the joint minutes from October 11, 2023. Motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

## 4.0 CMAP Announcements

Erin Aleman, Executive Director, reported on the progress CMAP has made in implementing the ON TO 2050 Plan. Work is underway on the Regional Transportation Plan (RTP) and is due October 2026. Procurements for consultants to support staff's work on the capital investment process are coming forward and CMAP staff will begin reaching out to the committee members' staff to discuss the policies and process for Regional Significant Projects.

*The Executive Director's report was received and filed.*

## 6.0 Updates

Item 6.0 was moved ahead of item 5.01.

### 6.01 Executive director's report

**24-094**

Erin Aleman, Executive Director, reported that the MPO met jointly with the CMAP Board in October. The Board did not meet in November or December due to a lack of a quorum. At its January meeting, the Board approved the 2024 roadway safety performance targets that will be considered by the MPO Policy Committee later today. The Board was updated on CMAP's regional climate plan action efforts. CMAP is developing a regional climate action plan for the Chicago Metropolitan Statistical area and has partnered with the Metropolitan Mayors Caucus, Indiana, and Wisconsin. CMAP has also partnered with two national laboratories to better understand the scale and extent of action needed

to reduce regional greenhouse gas emissions and other co-pollutants from the regional transportation network. The Board also received highlights regarding the 2023 Annual Report and the introduction of the FY 2025 proposed budget and work plan.

*The executive director's report was received and filed.*

## **5.0 Information Items**

### **5.01 2023 CMAP Annual Report**

[24-004](#)

**Attachments:** [2023 Annual Report Memo](#)  
[Annual Report 2023 - Final](#)

Erin Aleman, Executive Director, presented the 2023 CMAP Annual Report. The Annual Report included the work and activities related to the Plan of Action for Regional Transit, ADA compliance, advancing the regional's climate mitigation goals, and the launch of the Greater Chicagoland Economic Partnership. The Annual Plan also included the work involved in connecting, engaging, collaborating, and fostering relationships with the people of the region through community outreach and CARE.

*The 2023 CMAP Annual Report was received and filed.*

### **5.02 Introduction of the Proposed FY 2025 Budget and Work Plan**

[24-003](#)

**Attachments:** [FY2025 Budget Introduction Memo](#)

Erin Aleman, Executive Director, presented highlights to the proposed FY 2025 Budget and Work Plan. She reported that CMAP develops its work plan items for the following year in anticipation of receiving the federal mark from IDOT in November. The Unified Work Program (UWP) subawards and pass through grants with partner agencies are finalized in December. Preliminary documentation is due to IDOT in mid-February. The UWP budget, which will be considered by the MPO Policy Committee in March, will be shared with the Transportation Committee at its March 1 meeting. The final budget and work plan are effective on July 1.

In FY 2025, there are two main components to the UWP: the Core Program and the Competitive Program. The Core program includes planning activities necessary to meet federal metropolitan planning requirements. The funds help partner agencies participate in the Transportation Improvement Program (TIP) and collect and share data for CMAP to use in its data analysis and modeling. The Competitive Program allows eligible participants to apply for 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.

CMAP also regularly applies for competitive grants to fund complementary work in the climate and regional economy program areas. Funding sources include US Environmental Protection Agency (USEPA), US Department of Energy, additional federal transportation funding through Safe Streets for All (SS4A), and the Build America Bureau.

CMAP also receives funding from the Illinois Department of Natural Resources (IDNR) and the Illinois Environmental Protection Agency (IEPA) to conduct water supply and water quality management on behalf of the region. Grant funding is received to work on speed management policy research and ADA transition plans for the region. Surplus metropolitan planning funds are used to purchase Ecopia

data on behalf of all agencies in the region.

Executive Director Aleman discussed how CMAP serves the region through collaboration and convening. CMAP is the region's authoritative data source. It manages the TIP, programs federal funds for local transportation projects through the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Program (TAP-L), and the Carbon Reduction Program (CRP).

Staff will bring the proposed FY 2025 UWP Budget and Work Plan for the MPO Policy Committee's consideration at its March 14 meeting.

*An introduction of the Proposed FY 2025 Budget and Work Plan was presented.*

## 6.0 Updates

### 6.02 Council of Mayors' report

[24-005](#)

Council of Mayors Representative Jeff Shielke reported that the Council of Mayors met on November 7 and included a robust discussion on the Safety Transportation (STAR) Program including local impacts and the importance of quality crash data. The committee reviewed CMAP's ongoing accessibility to work and the Plan of Action for Regional Transit (PART). The committee also approved the FY 2025 planning liaisons scope of services and made two appointments. President Kuchler was appointed to serve on the STP Project Selection Committee and President Brady was appointed to the CMAQ and TAP Project Selection Committee.

Council of Mayors Representative Jeff Schielke also reported on CMAP staff's timely response to inquiries from communities in the region. He indicated that many communities are experiencing significant change and unique challenges and CMAP has been at the forefront in addressing these issues.

*The Council of Mayors' report was received and filed.*

## 7.0 Other Items for Approval

### 7.01 2024 roadway safety performance targets

[24-002](#)

**Attachments:** [2024 Safety Targets Memo](#)

Victoria Barrett, Senior Transportation Planner, presented the 2024 roadway safety performance targets. The roadway safety performance measures are part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measures.

The process for roadway safety targets begins with IDOT sharing its statewide roadway safety targets. The FHWA conducts an annual assessment to determine whether the state has met or made significant progress toward accomplishing its safety targets. If the state does not meet or make significant progress on four of its five safety targets, the Highway Safety Improvement Program (HSIP) apportionment funding can only be used for safety related projects in the state. She clarified that most metropolitan planning organizations (MPOs) support state targets but they can also identify regional targets. To date, CMAP has supported IDOT's targets but it has also identified in its ON TO 2050 Plan, a goal of zero traffic related deaths by 2050.



Senior Transportation Planner Barrett reviewed statistics on the annual rate of fatalities, fatalities per 100 vehicle miles traveled (VMT), serious injuries, rate of serious injuries per 100 VMT, and non-motorized fatalities and serious injuries. While the rate of serious injuries has declined, the rate of fatalities has increased. The state has targeted a two percent annual reduction in each of its five safety targets. It was mentioned that CMAP ultimately wants to set its own regional targets, particularly at the conclusion of its Safe Streets for All (SS4A) planning program.

*A motion was made by Council of Mayors Representative Jeff Schielke, seconded by CMAP Representative 1 Frank Beal, to approve the 2024 roadway safety performance targets. Motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

## 7.02 Approval of the 2024 Public Participation Plan (PPP)

[24-010](#)

**Attachments:** [Public Participation Plan Memo](#)  
[Public Participation Plan 2024 FINAL](#)

Jane Grover, Communications and Engagement Principal, reported the Public Participation Plan (PPP) is required to be updated every five years by federal law. CMAP's PPP also informs the public on opportunities to guide the agency's work. It is intended to guide agency staff on meaningful and effective public engagement and highlight best practices with a focus on engaging communities that may have historically disengaged from the public planning process. She highlighted tools that CMAP currently uses to engage the public and guide staff. There were no public comments during the 45 mandatory public comment period.

*A motion was made by Council of Mayors Representative Jeff Schielke, seconded by Metra Representative Lynette Ciavarella, to approve the 2024 Public Participation Plan. Motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

## 7.03 ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo

[23-544](#)

**Attachments:** [240111 conformityTCreport draft](#)

Russell Pietrowiak, Senior Analyst in Research, Analysis and Programming, presented the ON TO 2050/2024-2028 TIP Conformity Analysis and TIP Amendment Memo. CMAP is a non-attainment area for ozone standards and is required to demonstrate that projects in the TIP conform to the motor

vehicle emissions budget or through a regional emissions analysis. He reported that the summer of 2023 was one of the worst ozone seasons in recent history, noting that there were 34 days when ozone monitors were triggered. This is approximately three times more than the previous year. He indicated that there are 16 monitors in CMAP's region. If one monitor is triggered four times in a year, the region is considered to be in violation of ozone standards. In 2023, all 16 monitors were triggered more than four times. Canada's wildfires contributed to the ozone violations but were not the only source. The region is expected to remain in non-attainment for an extended period and the memo demonstrates that the projects in the TIP will not exceed the motor vehicle emissions budget. The memo was presented to the Tier II group who had no concerns. The memo was also available for public comment and one comment, not related to the projects identified in the memo, was forwarded to Metra for response.

*A motion was made by Council of Mayors Representative Jeff Schielke, seconded by Tollway Representative Cassandra Rouse, to approve the ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo. The motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

## 8.0 Other Business

There was no other business before the committee.

## 9.0 Public Comment

Garland Armstrong, former Illinois resident, thanked everyone for their efforts in addressing climate issues. He requested translator services during public meetings and events to ensure inclusivity at ADA meetings and climate meetings. He commented on digital and technological scams that impact vulnerable populations.

## 10.0 Next Meeting

The next meeting is scheduled for March 14, 2024.

Pro-Tem Chair Killen reported that the next meeting is scheduled for March 14, 2024.

## 11.0 Adjournment

*A motion was made by Council of Mayors Representative Jeff Schielke, seconded by Kane County Representative Tom Rickert, to adjourn the MPO Policy Committee meeting. Motion carried by the following vote:*

**Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, Metra Representative, Pace Representative, RTA Representative and Will Co Representative

**Absent:** McHenry Co Representative

**Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

The meeting was adjourned at 10:31 a.m.

Minutes prepared by Blanca Vela-Schneider.

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 1, 2024

**Subject:** Proposed FY2025 Unified Work Program (UWP)

**Action Requested:** Approval

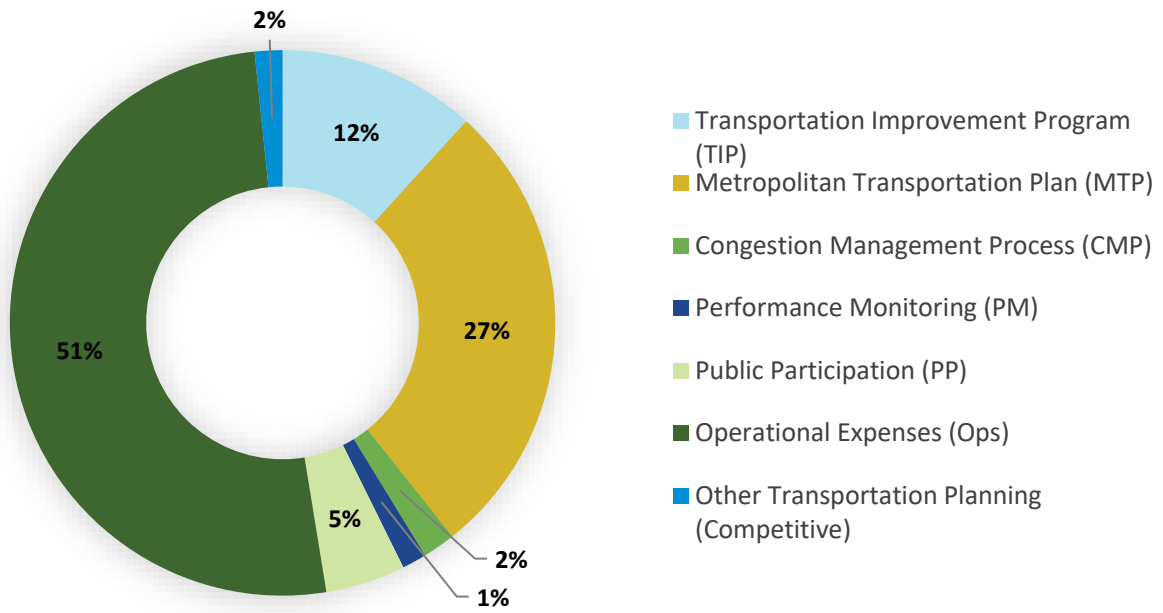
On November 28, 2023, CMAP staff issued a call for FY2025 Unified Work Program (UWP) core and FY2025 – 2029 competitive funding proposals in accordance with the [Unified Work Program Development Methodology](#) approved by the UWP Committee on October 23, 2023. Individual proposals and staff recommendations 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.

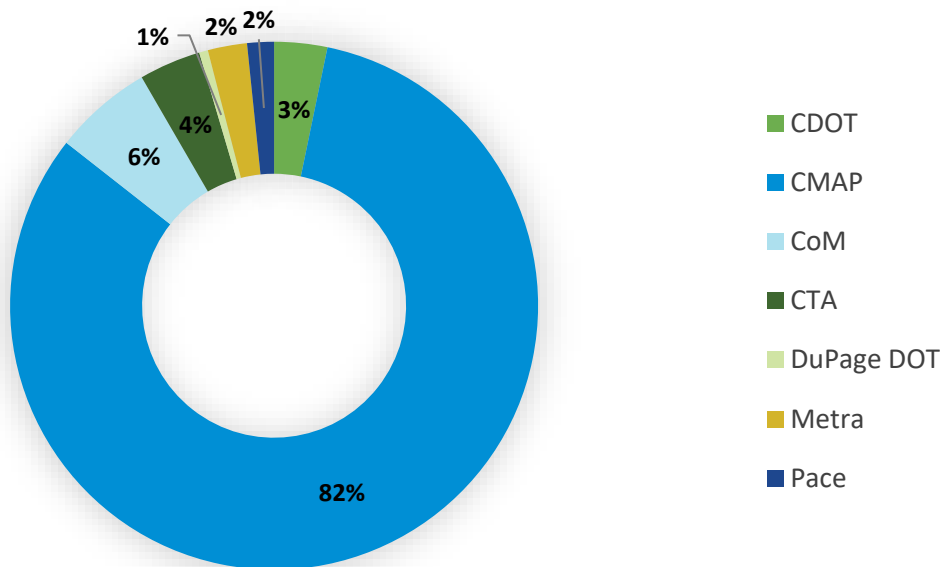
### **FY2025 Funding Summary**

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
<b>GRAND TOTAL</b>	<b>\$19,566</b>	<b>\$14,201</b>	<b>\$33,767</b>	<b>\$27,014</b>	<b>\$6,753</b>

*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
<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.

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.

FY2025

# **CMAP proposed UWP budget**



Chicago Metropolitan  
Agency for Planning



# Proposed FY2025 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 northeastern Illinois. 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. The Policy Committee 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, the Federal Highway Administration, and the Federal Transit Administration, 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 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 FY2025 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

**Tom Carney**, 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

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

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

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

### 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/CEO  
Metra

**Richard Kwasneski**, Chairman  
Pace

**Proposed FY2025 Unified Work Program (UWP)  
for Northeastern Illinois**

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

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# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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## 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.

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 region's strategic goals. 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 focus 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. 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 reviewed the UWP as part of CMAP's comprehensive budget, which was approved on February 14, 2024. The MPO Policy Committee will consider approval of the UWP on March 14, 2024.

# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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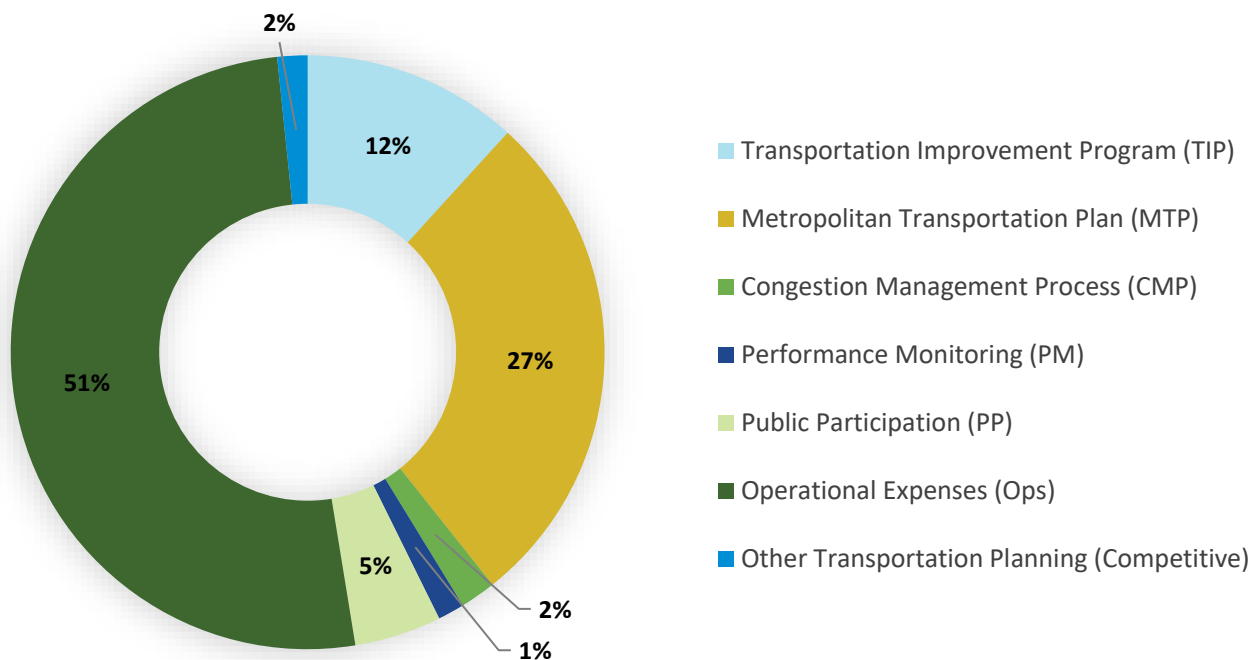
## FY2025 Funding summary

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. FY2025 UWP budget by major activity



# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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Figure 2. FY2025 UWP budget by agency

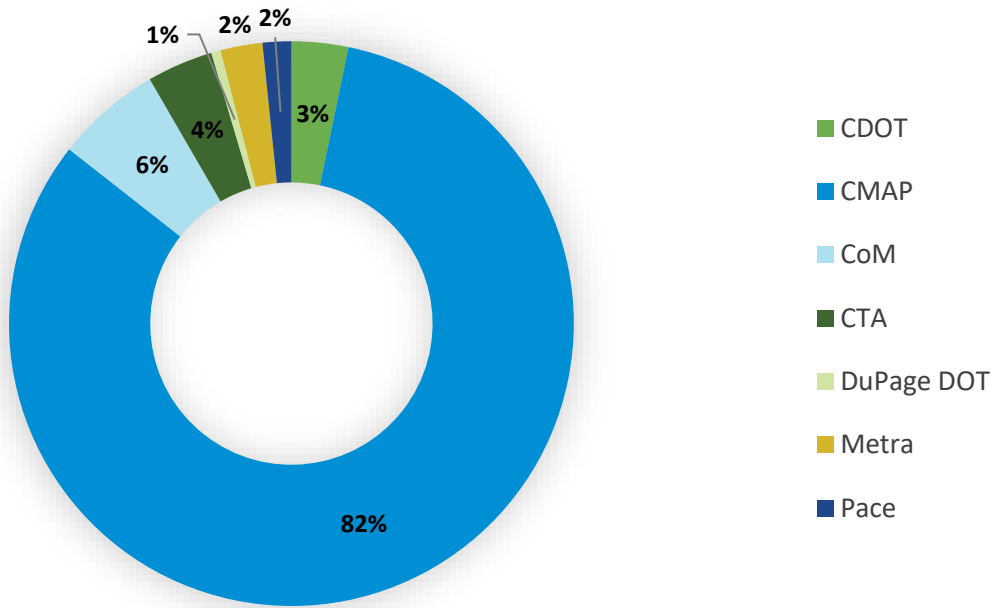
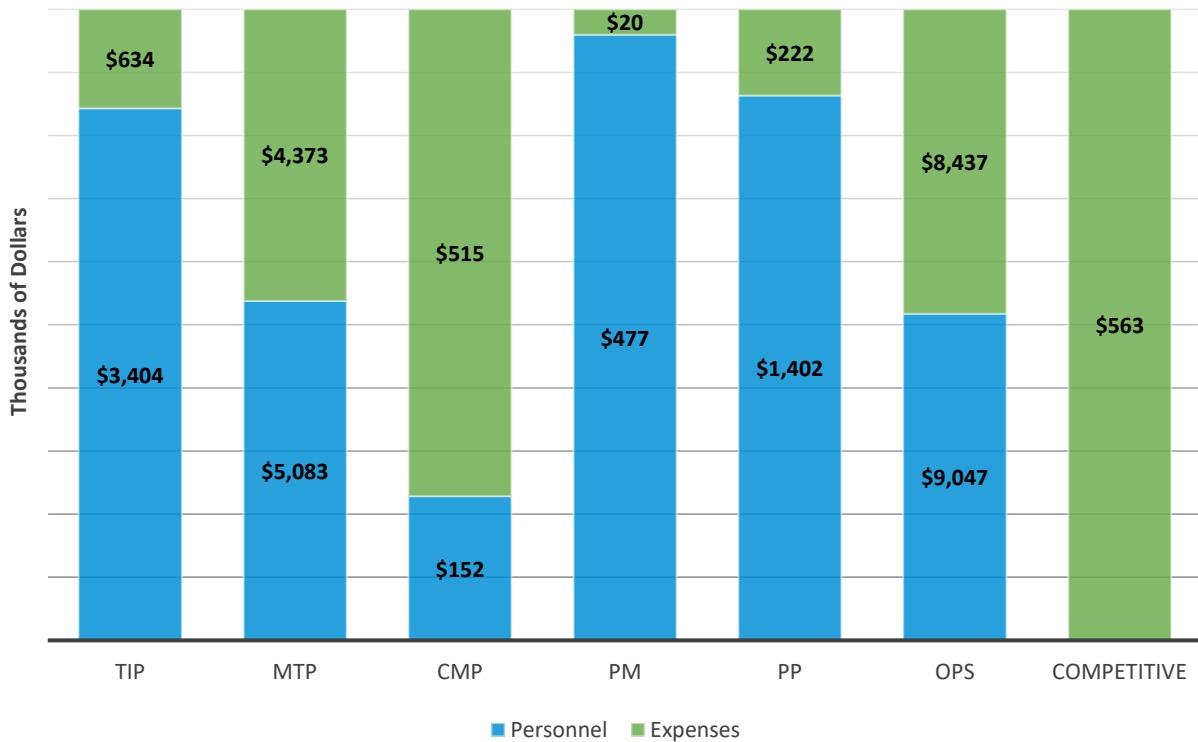


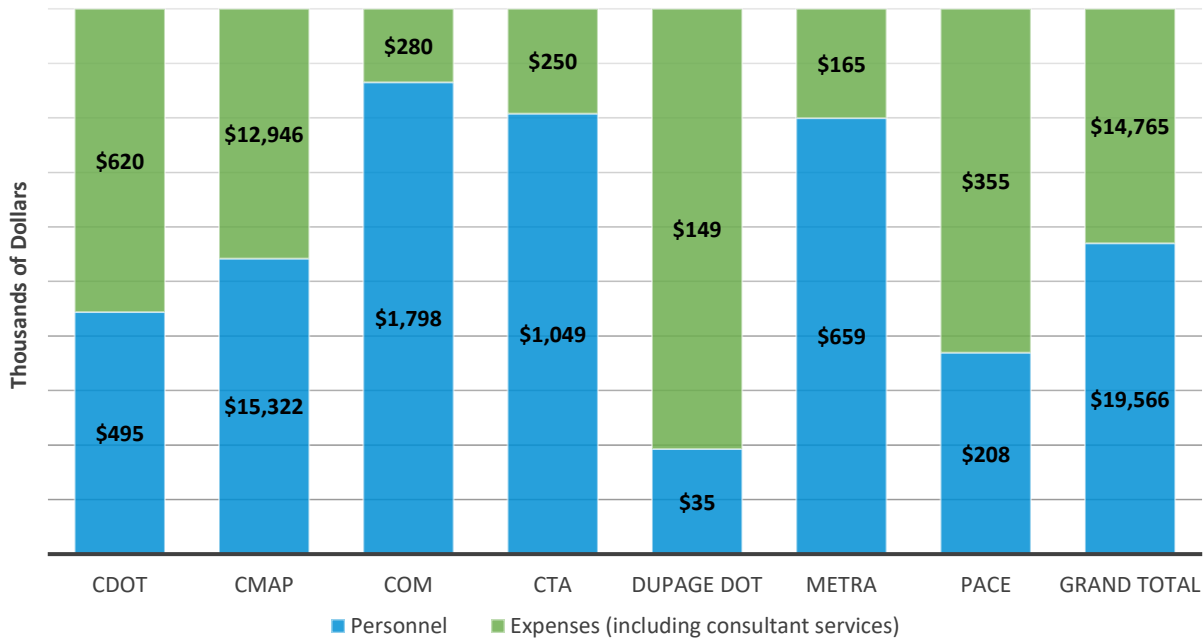
Figure 3. Personnel v. expense costs, by activity



## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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



### Safe and accessible transportation options

The Infrastructure Investment and Jobs Act (§ 11206) requires MPOs to spend not less than 2.5% of federal metropolitan planning funds apportioned to them annually, to carry out 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 FY2025, \$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, and the Safe Travel for All Roadmap. All these programs contribute to increasing safe and accessible options within the region.

# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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## 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 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 ongoing 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</b>	\$3,404	\$634	\$4,038	\$3,230	\$808
<b>Metropolitan Transportation Plan</b>	\$5,083	\$4,373	\$9,456	\$7,565	\$1,891
<b>Congestion Management Process</b>	\$152	\$515	\$667	\$534	\$133
<b>Performance Monitoring</b>	\$477	\$20	\$497	\$398	\$99
<b>Public Participation</b>	\$1,402	\$222	\$1,625	\$1,300	\$325
<b>Operational Expenses</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. Major tasks within the category include: developing and documenting 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. 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*

# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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## Metropolitan Transportation Plan

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
Applied research	CMAP	Ongoing
Equity program	CMAP	Ongoing
Housing and land use program	CMAP	Ongoing
Local socioeconomic forecasts	CMAP	Ongoing
Multiyear Household Travel Survey	CMAP	Ongoing
Northeastern Illinois Development Database	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
Regionally significant project evaluation criteria	CMAP	Ongoing
Safe Travel for All Roadmap	CMAP	Ongoing
Technical assistance program	CMAP	Ongoing
Transit and vision program	CMAP	Ongoing
Transportation investment strategies	CMAP	Ongoing

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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, socioeconomic, 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

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 geodatabase	DuPage DOT	Q1 through Q2
Travel Time Index 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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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

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 MTP.

### Major deliverables

Description	Responsible agencies	Schedule
Performance targets	CMAP	Ongoing
Pavement Condition Rating System geodatabase	DuPage DOT	Biennially
Pavement Condition Rating System 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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

### 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

All MPO activities must be conducted in an open and transparent manner, and the public must be able to easily participate in the MPO’s planning activities. 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	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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

### 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

Administrative activities, commodities, services, and general operating expenses are included 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*

# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

## 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 FY2025 UWP, CMAP is committed to developing a multiyear program of transportation planning projects. Multiyear programming has been successful for programming implementation projects for many years and helps agencies better prepare to start work on time. Multiyear programming also provides a mechanism for spreading project costs across multiple UWP years, 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**

			Recommended by FY				
Sponsor	Project	Total Cost	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*

**Proposed FY2025 Unified Work Program (UWP)  
for Northeastern Illinois**

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

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

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. CMAP, alongside CTA and 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	
Addresses 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
Influences or implements statewide planning efforts	
Long-Range Transportation Plan	x



## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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	
<b>Regional cooperation and efficiency</b>	
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 partnership alongside: 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 partnership alongside: 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 facilitation of the partnership alongside: program leaders IDOT and CTA and secondary	Each partner will utilize PMO deliverables to coordinate their respective component projects with the unified program vision.

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
		jurisdictional authorities CDOT and CCDOTH	
Communication Plan	CTA, IDOT, CDOT, CCDOTH	CMAP will utilize PMO deliverables to assist in facilitation of the partnership alongside: 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 is the first phase of planning that will focus on the expansion and enhancement of DuPage DOT’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
Grand total	\$148	\$0	\$0	\$0	\$0	\$148

*All figures in thousands of dollars*

#### Project assessment

Advances CMAP's Strategic Direction	
Clear and strong alignment	

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Potential or partial alignment	x
<b>Addresses 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	

### 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	CMAP can review the website and incorporate feedback from stakeholder/public involvement into future Regional Greenways and	All listed partners can refer to the website for information, feedback, and

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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
	counties, and councils of government	Trails Plan updates. The project website can also include public participation information relevant to CMAP work.	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 existing conditions report 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 goals.
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 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 is 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.

### 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

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### 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
Addresses 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
Illinois Aviation System Plan	
Intelligent Transportation System Architecture Strategic Plan	
Illinois Rail Needs Assessment	x
Connected and Autonomous Vehicle Planning	
Regional cooperation and efficiency	

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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, 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.
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.

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## Metra: Targeted Station Ridership Counts

The project will collect ridership counts at approximately 30 select Metra stations, using mobile phone counting sensors or cameras on train platforms. 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. Project results 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.

### 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
<b>Grand total</b>	<b>\$165</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225</b>

*All figures in thousands of dollars*

### Project assessment

Advances CMAP's Strategic Direction	
Clear and strong alignment	x
Potential or partial alignment	
Addresses federal planning factors	
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
Influences or implements statewide planning efforts	
Long-Range Transportation Plan	x

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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

### 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.



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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
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, RTA, and CMAP to understand how and when people move through our region and utilize transit.
Station Layout and Validation	Internal	Internal	Internal

## Appendix A: Local match sources

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:

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## **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 2022, 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 current EEO Program Plan (March 1, 2020- February 29, 2024) was submitted to FTA on June 17, 2020. The current program's expiration date is April 30, 2024.

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 FY2022-FY2024 DBE goal on August 1, 2021. 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

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

- 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

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and committees at CMAP consider transit-related issues during their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors 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.

Agency	Total staff hours	FTE
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 Office of Management and Budget’s “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
<b>ATCMTD</b>	Advanced Transportation & Congestion Mitigation Technologies Deployment
<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>CMAF</b>	Chicago Metropolitan Agency for Planning
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CMP</b>	Congestion Management Process
<b>COG</b>	Council of Government
<b>CREATE</b>	Chicago Region Environmental and Transportation Efficiency program: the Chicago rail efficiency improvement program
<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>	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>EEO</b>	Equal Employment Opportunity
<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
<b>IIPD</b>	Illinois International Port District
<b>ILUCP</b>	Illinois Unified Certification Program
<b>LDT</b>	Local design team
<b>LTA</b>	Local technical assistance
<b>MPO</b>	Metropolitan planning organization
<b>MTP</b>	Metropolitan Transportation Plan

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<b>NEPA</b>	National Environmental Policy Act
<b>OMB</b>	Office of Management and Budget
<b>Ops</b>	Operations
<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>RLE</b>	Red Line Extension
<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>TIP</b>	Transportation Improvement Program
<b>TOD</b>	Transit-oriented development
<b>TSP</b>	Transit Signal Priority
<b>UIC</b>	University of Illinois, Chicago
<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>Chicago River Edge Access Study</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>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> <li>Economic Benefits of the CREATE Program and Freight and Passenger Rail in the Chicago Region</li> <li>Comprehensive Modernization of the Pedway’s Wayfinding System</li> </ul>
<b>CMAP</b>	<ul style="list-style-type: none"> <li>Regional Safety Data Project</li> <li>Equitable Engagement Program</li> <li>Americans with Disabilities Act</li> <li>Regional Infrastructure Accelerator</li> <li>Safe Streets for All</li> </ul>
<b>Counties</b>	<ul style="list-style-type: none"> <li>Will County Electric Vehicle Readiness Plan</li> <li>Will County 2050 Long Range Transportation 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>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> <li>Cook County Non-Motorized Counting Implementation Study</li> <li>Cook County Sauk Trail Area Multimodal Path Feasibility Study</li> <li>Cook County Lake Calumet Bike Network Study</li> <li>Cook County Long Range Transportation Plan Update</li> <li>Cook County Access Pilot Program</li> <li>Cook County Chicago Regional Mobility Hubs Framework Study</li> <li>Cook County Bikeshare + Transit Pilot Study</li> <li>Cook County Jurisdictional Transfer Study</li> </ul>

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	<p>Cook County 69 West Washington Street, Pedway Expansion and Elevator Project</p> <p>DuPage Trails Count Program</p> <p>Kane County DOT Asset Management Plan</p>
<b>CTA</b>	<p>Blue Line Core Capacity Study</p> <p>Red Line Extension Project Development</p> <p>Locally Led Engagement Strategy for the CTA Red Line Extension Project</p> <p>95<sup>th</sup> Street Equitable Transit Oriented Development Plan</p> <p>Englewood Line Racine Station Restoration Project</p> <p>Chicago Lakefront Corridor Alternatives Analysis</p> <p>Bus Priority Corridor Study</p> <p>Bus Priority Zones</p> <p>Bus Vision Study</p> <p>Roadmap for Transit Signal Priority (TSP)</p> <p>77<sup>th</sup> Street Garage/South Shops Master Plan Study</p>
<b>Metra</b>	<p>Boarding and Alighting Counts / Targeted Station Ridership Systemwide Network Plan</p>
<b>Pace</b>	<p>ReVision, 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> <p>I-55 and Harlem Avenue Inline Bus Rapid Transit Station Phase I Engineering and Architectural Feasibility Study</p> <p>Pulse Harlem Line Project Definition Study</p> <p>Pulse Cermak Line NEPA and Advanced Design</p>
<b>RTA</b>	<p>Community Planning Program</p> <p>RTA Strategic Asset Management Work</p> <p>Regional Analysis Tool Development and Maintenance</p> <p>Human Services Transportation Plan Update</p> <p>Transit Friendly Communities Guide</p> <p>Transit Climate Action Plan</p> <p>Transit Information for Riders Review</p> <p>2025 Customer Satisfaction Survey</p> <p>Regional Transit Economic Analysis</p>
<b>Other</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</p> <p>Connecting People to Work &amp; the Middle-Mile Strategic Logistics Plan</p>

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Homer Glen Comprehensive Transportation Plan 90N District Transit and Micromobility Study Sheridan Road/IL 137 Feasibility Study
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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

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

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

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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 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 under bridge 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 2024

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

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

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# Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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)
- W. Washington Street (Southern boundary)



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- 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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**Name of Project:** Comprehensive Modernization of the Pedway's Wayfinding System

**Description of Planning Work:** Consultants will design branding, signage, and other wayfinding elements for the Pedway and will develop a wayfinding element placement plan and design standards.

**Resulting product:** Signage designs, details, and placement plan report and a Pedway branding and wayfinding design standards manual.

**Performing the work:** Consultant Project

**Time frame for completing the work:** Procurement (2024), Planning & Design (2025-2026), Fabrication & Installation (TBD)

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

**Source(s) of funds:** CMAQ Funds

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

**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



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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 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:** Accessible Communities

**Description of planning work:** The Accessible Communities program area helps local governments and agencies to improve accessibility in the region through a comprehensive program of training and education, technical assistance, and outreach and engagement. A primary goal is to ensure that transportation planning processes are conducted in accordance with all relevant requirements of Title II of the Americans with Disabilities Act (ADA) and the Illinois Accessibility Code. The program also works with government entities make their programs and services accessible for people with disabilities, with a focus on the public right-of-way.

**Cost of the work:** \$2,004,828

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

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**Name of project:** Regional Infrastructure Accelerator

**Description of planning work:** The RIA will identify opportunities to deliver regional infrastructure projects via alternative finance and delivery methods, to both leverage private investment and accelerate project completion. The RIA program will provide partners with project support from ideation and initiation through procurement and implementation with a goal of developing the region's capacity to deliver projects via alternative methods.

**Cost of the work:** \$365,000

**Source(s) of funds:** USDOT Build America Bureau

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**Name of project:** Safe Streets for All

**Description of planning work:** CMAP will work with a consultant to contract subconsultants to develop 6 countywide safety action plans to address vehicular, pedestrian, and bicycle safety challenges in their communities.

**Cost of the work:** \$2,800,000

**Source(s) of funds:** US DOT

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

**Description of planning work:** This project will include the following tasks:

1. An analysis of existing conditions including a multimodal systems inventory
2. A robust stakeholder engagement and public involvement plan that includes coordination with other transportation organizations including IDOT, CMAP, RTA, Pace, Metra, etc.
3. Data collection, validation, and analysis
4. A needs and gaps analysis
5. Development of future conditions alternatives
6. Identification and evaluation of transportation deficiencies and improvements
7. Equity and Environmental Justice Analysis
8. Development of recommendations for strategies and major capital projects
9. A prioritization of projects and strategies
10. Preparation of an implementation plan including funding strategies

The study will be developed with the latest data techniques and tools available, grounded in stakeholder engagement and public involvement, and in tune with emerging technologies and innovations related to project development, delivery, materials, and long-term asset management and operations. The plan will focus on priorities related to climate change, resilience, sustainability, equity and mobility of people and goods.

**Cost of the work:** \$1,750,000

**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 countywide 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 countywide 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.

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**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 — Cook County*

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

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**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.

**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

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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

**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

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- 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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**Name of Project:** Non-Motorized Counting Implementation Study

**Description of Planning Work:** The purpose of the Non-Motorized Counting Program Implementation Study is to produce a report for the Cook County Department of Transportation and Highways that identifies a preferred program structure for counting non-motorized users in suburban Cook County. This study will include consideration of counting technologies, counting location selection approach, inter-jurisdictional data management and sharing, equipment procurement and maintenance strategy, and anticipated program cost for the preferred program structure.

The study team will evaluate existing counting programs from regional agencies and review counting technologies and their associated costs. Next, the study team will recommend locations in Suburban Cook County to evaluate for future counting locations. These locations will reflect—and not duplicate—project partner existing and planned count locations. Finally, the study team will consider solutions for shared regional data management, potential program structures, and installation and maintenance to establish a system for a network trend count.

**Resulting product:** Report

**Performing the work:** Consultant

**Time frame for completing the work:** December 2023 – November 2024

**The cost of the work:** \$101,000

**Source(s) of funds:** State motor fuel tax

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**Name of Project:** Sauk Trail Area Multimodal Path Feasibility Study

**Description of Planning Work:** The purpose of the Sauk Trail Area Multimodal Path Feasibility Study (STAMPS) is to analyze constraints and opportunities to develop a sidepath along a four-



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mile segment of Sauk Trail between Central Avenue and Western Avenue in the villages of Richton Park and Park Forest. The study will evaluate alternatives for the sidepath (e.g., whether to locate the path north or south of Sauk Trail). It is anticipated that the findings of this study will inform a future Phase I engineering process.

The first of the three study tasks will address existing conditions and identify key concerns for the study area. These will include right-of-way, utilities, existing land uses, programmed and planned projects, and environmental and historical data, among other issues. Next, the study team will identify up to four alternative sidepath alignments and evaluate them based on five key factors: right-of-way impacts, access to local destinations, environmental impacts, and transportation system impacts (e.g., system connectivity, safety), and planning-level costs. Finally, the study team will produce a report summarizing the existing conditions and needs identification, the alternatives considered, and the final preferred alternative, and any needs for additional future analysis, emerging from the public engagement feedback.

**Resulting product:** Report

**Performing the work:** Consultant

**Time frame for completing the work:** November 2023 - May 2025

**The cost of the work:** \$260,000

**Source(s) of funds:** State motor fuel tax

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**Name of Project:** Lake Calumet Bike Network Study

**Description of Planning Work:** This study will advance active transportation improvements for consideration by Cook County and municipal staff (including the City of Chicago Department of Transportation) in the area surrounding Lake Calumet area. Specifically, this effort will evaluate, plan, and identify opportunities to create a more connected and low-stress bikeway network through enhancements to existing and future (planned) on- and off-street facilities.

The study's main activities include establishing a plan vision, collecting data, incorporating planned projects from the area's jurisdictions, engaging the public, and recommending projects and bikeway program and policy strategies to advance everyday cycling. The project's public engagement will include presentations to local leaders, independent workshops, tabling at community events (i.e. pop-ups), and community-focused bicycle rides to profile neighborhood assets and bike network gaps. The study will also include multiday bicycle and pedestrian count collection and a special project focus on a new connection to the existing Burnham Greenway Trail.

**Resulting product:** Report



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**Performing the work:** Consultant

**Time frame for completing the work:** November 2022 – April 2024

**The cost of the work:** \$495,000

**Source(s) of funds:** State motor fuel tax

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**Name of Project:** Long Range Transportation Plan Update

**Description of Planning Work:** This plan will serve as an update to the 2016 *Connecting Cook County - Long Range Transportation Plan*, and it will guide Cook County's transportation vision through the year 2050. The plan will consider issues that were not emphasized in the 2016 plan, including traffic safety, the climate crisis, guidance for making performance-based roadway investments, and a commitment to equity for community engagement and project evaluation.

The project activities will include demographic, economic, land use, and travel analysis, public engagement, roadway needs analysis, future revenue and investment recommendations, policy recommendations, and other tasks.

**Resulting product:** Report

**Performing the work:** Consultant

**Time frame for completing the work:** Spring 2024 – Spring 2026

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

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

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**Name of Project:** Access Pilot Program

**Description of Planning Work:** The South Cook Fair Transit program / pilot has concluded and now transitioned to the Access Pilot Program. Program was launched on February 1, and includes the Access Pass. Offered by Metra, it is an income-based reduced fare program valid on all Metra lines. The pass and registration are administered by the RTA. Requirements include participation in the SNAP program. Fare discounts are approximately 50 percent and track with Metra's existing reduced fare pricing. The program is a pilot which will run through July of 2025 and is receiving \$6 million of funding from Cook County, with RTA and Metra contributing to pay for administrative costs.

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**Resulting product:** Discounted Fare Pass for Metra passengers registered with SNAP

**Performing the work:** Primarily in-house staff at RTA, Metra, and Cook County, with marketing/media consulting help.

**Time frame for completing the work:** February 1, 2024, through July 31, 2025

**The cost of the work:** \$6 million contribution from Cook County, plus administrative costs paid for by RTA and Metra.

**Source(s) of funds:** Cook County Equity Funds, plus RTA and Metra funding

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**Name of Project:** Chicago Regional Mobility Hubs Framework Study

**Description of Planning Work:** The Shared Use Mobility Center (SUMC) has been awarded 2023 Invest in Cook funding to develop a mobility hub framework. RTA is matching the IIC funding and supporting the County in managing the project with SUMC. The overall framework will be regional in scope for the entire 6-county RTA service area and include recommendations for mobility hub locations for further investigation and potential development into projects. A selection of such recommended locations will be developed into concepts for potential Phase I projects in Cook County specifically. Coordination with the service boards and other external agencies will be ongoing throughout the study.

**Resulting product:** Mobility Hub Framework and Policy report for the entire six-county RTA service area; and a proposed Cook County Mobility Hub Pilot Projects report.

**Performing the work:** Work to be completed by the Shared Use Mobility Center (SUMC), with the support of Cook County and RTA staff.

**Time frame for completing the work:** April 2024 through October 2025

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

**Source(s) of funds:** Cook County Invest in Cook grant funds; RTA Community Planning grant funds.

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**Name of Project:** Bikeshare + Transit Pilot Study

**Description of Planning Work:** This is a study to evaluate the feasibility of potential pilot zones for bike share expansion from Chicago and Evanston to additional suburban Cook County communities. It will leverage access to high-capacity public transit facilities, the existing and planned low-stress bike network as identified through the Cook County Bike Plan, and Forest



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Preserve Districts. Pilot zones will be developed, evaluated by a set of scoring criteria, and prioritized accordingly. Potential costs will also be developed and external outreach occurring among local governments and agencies to further understand the impacts, feasibility, and potential strategies for implementing pilot projects.

**Resulting product:** Study report, recommended pilot zones.

**Performing the work:** HNTB Corporation.

**Time frame for completing the work:** October 2023 through December 2024

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

**Source(s) of funds:** State motor fuel tax

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**Name of Project:** Jurisdictional Transfer Study

**Description of Planning Work:** This is a study to assess the current jurisdiction of the County roadway network.

**Resulting product:** Study report, recommended pilot zones.

**Performing the work:** HNTB Corporation.

**Time frame for completing the work:** October 2023 through December 2024

**The cost of the work:** \$75,000

**Source(s) of funds:** State motor fuel tax

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**Name of Project:** 69 West Washington Street, Pedway Expansion and Elevator Project

**Description of Planning Work:** The project includes evaluating implementing elevator access to the CTA Washington Blue Line Station and underground public pedway facility. Includes the area underneath Dearborn Street adjacent to the George Dunne building, plus adjacent reconfiguration of pedway access.

**Resulting product:** Feasibility Study and conceptual design renderings

**Performing the work:** AECOM Corporation.

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**Time frame for completing the work:** April 2024 through December 2025

**The cost of the work:** TBD

**Source(s) of funds:** State motor fuel tax

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### **Agency: Counties — DuPage County**

**Name of Project:** DuPage County Trails Count Program

**Description of Planning Work:** DuPage County was awarded a small IDOT SPR grant to deploy Miovision counters along DuPage, Forest Preserve and Municipal trails. 35 to 40 locations have been selected for non-motorized trail counts to be conducted by a consultant in spring and early summer, 2024. Counts will be produced and available online for all to use. Mode specific counts for pedestrian and bicycle will be produced. Project is relevant to the region in that counts will be taken near county borders allowing neighboring counties to use.

**Resulting product:** Specific site by site count reports, an overall count report and a GIS map of counts will result from the work. All will be available online at [www.dupagecounty.gov/dot](http://www.dupagecounty.gov/dot).

**Performing the work:** Most of the work will be accomplished by consulting engineers. Some reporting and post project posting will be done by County staff.

**Time frame for completing the work:** Professional Services agreement will be approved in March, Site visits will be conducted in late March, counters will be placed in April through May. Images and counts will be processed in May and June. Reports and GIS maps will be produced in June-August 2024.

**The cost of the work:** \$90,000

**Source(s) of funds:** SPR Funds, 80% federal/20% county.

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### **Agency: Counties — Kane County**

**Name of Project:** Kane County DOT Asset Management Plan

**Description of Planning Work:** In 2022, KDOT gathered an internal group comprised of section leaders and chiefs to begin working on a new approach to asset management including the development of a comprehensive asset management plan. Our current asset base includes bridges, urban and rural roadways, interconnected traffic signal networks, lighting, signs, pedestrian paths and bikeways, guardrails, open spaces, as well as two campuses, vehicles and equipment, and salt storage. Typical projects to maintain this asset base include large and small

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bridge replacement and maintenance projects, modernization of existing intersections and roadways, culvert and storm sewer management, resurfacing, traffic safety and ADA improvements, and road and right-of-way maintenance. A rough estimate of our asset base is in the range of \$500 million.

While we have several well-functioning inventory control processes and condition assessment systems for the separate asset classes described above, we have no integrated frameworks, processes, or data systems to develop long-term strategies for maintenance and cost estimates focusing on saving taxpayers money. Moreover, with increased calls for transparency in public reporting, a comprehensive asset plan would bolster the integrity of both our short and long-term budgets and forecasts. Internal staff capacity limits our ability to develop the frameworks, processes, and data systems that could allow the further development of a comprehensive asset management plan to prioritize for the future.

**Resulting product:** see above

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

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

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**Agency:** *Chicago Transit Authority*

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

**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's transportation network, and it requires investment to continue to provide effective and affordable transit services to the region.

**Timeframe for completing the work:** Q4 FY 2024

**Resulting product:** A final project report containing an executive summary and a phased program including near-term and long-term alternatives eligible for Core Capacity funding,

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incorporating 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 extending 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. 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. 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 exited PD and entered New Starts Engineering in mid-2023. Funding for engineering and construction is included in the TIP.

**Time frame for completing the work:** The project exited the Project Development phase of the New Starts CIG Program in Q1 FY 2024.

**Source(s) of funds:** Federal 5307, 5339 Alternatives Analysis, 5309; CTA Bond Funds (not including UWP 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 Corridor 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 95<sup>th</sup> Street between Halsted Street and Cottage Grove Avenue on the far south side of Chicago. The plan will leverage the recent reconstruction of the 95<sup>th</sup>/Dan Ryan station 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 Pulse Rapid Transit routes on Halsted Street and 95<sup>th</sup> Street. 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> Corridor eTOD Plan to encourage equitable transit-oriented development within the study area corridor.

**Timeframe for completing the work:** Q3 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:** Englewood Line Racine Station Restoration Project

**Description of Planning Work:** The Englewood Line Racine Station Restoration Project will utilize community engagement to recommend a conceptual plan to reopen the historic Green Line station to modern accessibility standards that can provide a key investment into neighborhood revitalization.

The Englewood Line Racine Station was originally constructed in 1905-06 with the South Side Rapid Transit Englewood Branch. The station operated until 1994 when it was closed for the Green Line renovation project and was not reopened. The Englewood community has expressed significant interest in reopening the Racine station to assist in the on-going revitalization projects within the area. Restoring transit access will support the economic development efforts centered around Racine Avenue and 63rd Street, which are focused on mixed use community investment, increasing quality food availability, jobs access, and affordable housing.

A modern station meeting the community desires, codes, and CTA design criteria is not feasible within the original station footprint. The station requires significant restoration and renovation to reopen to modern standards with full accessibility.

CTA has completed initial scoping studies to review options on renovating the National Register eligible station house and reconstructing the platform boarding areas. The recommendation is to construct a new modern station on the east side of S. Racine Avenue that will include elevators and escalators for full accessibility and better mobility for all users. The existing historic station house would be renovated in accordance with the Department of the Interior standards as an exit-only facility. This approach allows for the community to have a fully modern station house while maintaining the historic asset.

**Timeframe for completing the work:** Q2 FY 2026

**Resulting product:** A recommended plan will be developed into a final set of plans and renderings. A detailed construction cost estimate will be developed from the recommended station configuration. A final report will clearly outline the process, community engagement process, and recommendations to position the project for design and construction funding.

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

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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



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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 2024

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

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**Name of Project:** Bus Priority Corridor Study

**Description of Planning Work:**

CTA is working with CDOT to complete a Bus Priority Corridor Study to advance planning for key bus corridors in the City of Chicago and identify concepts to dramatically improve bus service. The project will advance equity and mobility justice by enabling higher quality transit services to communities that have the greatest needs, mitigate congestion, improve air quality, and promote economic development.

CTA and CDOT will select up to five of the seventeen Better Streets for Buses corridors for further study and to identify appropriate levels of bus priority treatment. Consultant will perform high-level roadway geometry mapping, analyze bus speeds, and identify slow zones and other ridership patterns. Consultant will develop concept plans for bus priority treatments for each corridor, and support CTA and CDOT through a public outreach process to solicit feedback on the proposed designs. Consultant will then make any final revisions to the concept designs and support CTA and CDOT in advancing designs to the next phase of project definition, development, or construction.

**Resulting product:** Concept Designs for bus priority treatments along the selected corridors. Concept Designs will have sufficient detail to advance into further project definition and development, or engineering and construction if possible.

**Time frame for completing the work:** FY 2025 Q4

**Source(s) of funds:** \$575,000 Invest in Cook funds and \$575,000 CTA match (or additional grant fund TBD)

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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. Priority zone locations and concepts within the corridors have been identified, with a phasing and 65 implementation strategy underway.

**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 in 2020. Timeline for completing Phase II design and construction for the new corridors will be Q3 FY 2025- Q2 FY 2028.

**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 engaged Jarrett Walker + Associates as a consultant to perform a comprehensive evaluation of our bus network and service. This study reviewed 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 took a data-driven approach to identify service inefficiencies and opportunities to restructure transit service to better serve Chicago's needs. The consultant developed recommendations to help meet the goal of maintaining, reclaiming, and growing transit ridership while increasing equity in transit service provision. This project was the first phase of an effort to re-envision 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: complete Q2 FY 2024; Phase 2: FY 2025

**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.

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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 2025 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

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**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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**Agency:** Metra

**Name of Project:** Boarding and Alighting Counts / Targeted Station Ridership Counts

**Description of Planning Work:** Metra received IDOT SPR funding to complete systemwide Boarding and Alighting Counts in 2020. These counts help Metra to accurately measure current ridership, to determine the number of passengers that use each station, and to predict future ridership and trends. Systemwide counts were delayed due to COVID-19. Due to the changes in ridership and the expanded use of Metra's mobile ticketing through the Ventra app, Metra has determined that Targeted Station Ridership Counts will be a better use of resources. Accordingly, Metra and IDOT have worked to repurpose the funding for Boarding and Alighting Counts to Targeted Station Ridership Counts at select Metra stations using mobile phone counting sensors or cameras on train platforms. 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).

**Resulting Products:** Electronic Station Ridership Tabulations, Station Ridership Metrics, Methodology Report, Station Layout and Validation

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

**Timeframe for completing the work:** Procurement: 08/01/2024 - 01/20/2025; Completion of Work: 01/24/2025 - 01/31/2026

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

**Source(s) of funds:** SPR Grant with Metra local fund match [This project is also funded with UWP funds as described in the main UWP document.]

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**Name of Project:** Systemwide Network Plan

**Description of Planning Work:**

The Systemwide Network Plan that will develop recommendations for medium- to long-term service changes & associated capital improvements to Metra’s system that best respond to future travel markets based on estimates of ridership benefits, operating and capital costs. It will help chart the course for Metra’s transition to a regional rail operator.

**Resulting Products:** Travel Market Scenarios, Service Plans, Ridership Modeling, Infrastructure Concept Design, Operations Simulation, Capital and Operating Cost Estimates, Evaluation and Prioritization of Proposals, Funding Strategy, Final Report, and Public Involvement.

**Performing the work:** Consultant team led by HNTB, Metra staff

**Timeframe for completing the work:** Completion by Q2 2025

**The cost of the work:** \$2,000,000

**Source(s) of funds:** FTA Formula Capital Funds

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**Agency:** Pace

**Name of project:** ReVision, Pace 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. Pace has contracted with Jarrett Walker + Associates as a consultant to 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.

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

**Time frame for completing the work:** October 2026

**Cost of the work:** \$1.2 million

**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 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, administering 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 2023 to April 2025

**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:** Internal staff and consultants

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

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

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## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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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:** Internal staff and consultants

**Time frame for completing the work:** 2nd Quarter 2025

**Cost of the work:** TBD

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

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**Name of Project:** I-55 and Harlem Avenue Inline Bus Rapid Transit Station Phase I Engineering and Architectural Feasibility Study

**Description of Planning Work:** This project will result in a deliverable that assesses the feasibility of constructing an inline expressway bus transfer station along the I-55 Stevenson Expressway at Harlem Avenue (IL-43). The proposed station requires the inclusion of ADA-accessible vertical pedestrian connectivity from the expressway grade up to the bridge/street level.

To date, IDOT and Pace have partnered on the highly successful Bus-on-Shoulder Program, where Pace buses are allowed to ride on the left-side shoulder of the roadway according to an established policy, primarily during congested traffic conditions. Pace currently operates Routes 755, 850, 851, and 855 as part of this Bus-On-Shoulder Express service on I-55. Pace also anticipates implementing the Pulse Harlem Line, an arterial bus rapid transit (ART) service along this section of Harlem Avenue in the coming years. The Pulse Harlem Line will provide faster, more frequent service compared to the existing Route 307. The Harlem Line will serve multiple Pulse stations along the corridor, potentially including the bridge spanning I-55. The 2017 Pace Central Harlem Avenue Corridor Study identified the Harlem Ave and I-55 interchange as a potential location for Pulse Harlem Line stations. The placement of these Pulse stations, however, is contingent upon the feasibility of constructing a transfer facility that would allow connections with I-55 Express Bus service.



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New transfer opportunities between bus services on Harlem Avenue and I-55 would expand passenger markets and access to Pace Express Bus routes serving Downtown Chicago for western and southwestern suburban communities. The connection would also open new access for reverse commuters from Chicago and far southwest suburban residents to employment centers proximate to Harlem Avenue. This connection point would also strengthen the overall regional transit system.

Additionally, previous discussions between Pace and IDOT about a station in this location resulted in the development of preliminary plans in 2019 for future roadway improvements. These plans proposed widening the median of the expressway under the Harlem Avenue so that there could be sufficient right of way to accommodate a bus station. IDOT is also investigating rehabilitating or reconstructing the adjacent Harlem Avenue bridge over the Chicago Sanitary & Ship Canal as part of their 2019-2024 Proposed Highway Improvement Program. Both project plans shall be taken into consideration as part of this study and designs coordinated with IDOT's Office of Intermodal Project Implementation and IDOT's Office of Highways Project Implementation.

**Resulting product:** Bus Station Concept Report, including design concepts and cost estimates

**Performing the work:** Consultant to be selected

**Time frame for completing the work:** 2<sup>nd</sup> Quarter 2025

**The cost of the work:** TBD

**Source(s) of funds:** IDOT Technical Studies Grant

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**Agency:** *Pace Suburban Bus*

**Name of Project:** Pulse Harlem Line Project Definition Study

**Description of Planning Work:** Through Pace's strategic vision plan, *Driving Innovation*, the agency is committed to advancing the Pulse Arterial Rapid Transit Program. Pace currently operates the Pulse Milwaukee Line and Pulse Dempster Line, and is moving forward with planning and implementation of the Halsted, 95<sup>th</sup> Street, and Cermak Lines. This project will advance the planning and definition of the sixth Pulse Line, the Pulse Harlem Line, through a Project Definition Study. The effort will result in a Project Definition Report that defines the major features and functional requirements of the Harlem Line and establishes a basis for NEPA documentation, design, and engineering activities.

The Harlem Line is anticipated to operate primarily along Harlem Avenue, with an extent to be determined. However, the extent of Pace local Route 307 (from Grand/Nordica in Chicago on the north to SeatGeek Stadium in Bridgeview on the south) will be a beginning point of

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reference. The Project Definition Study will define the Harlem Line’s planned extent throughout those areas, including termini and intermediate station locations, as well as any proposed roadway improvements and the project’s service plan. Potential future service plans for Route 307 and CTA routes that partially correspond or overlap with the proposed Line would also be studied.

The Project Definition will capitalize on previous work completed on other Arterial Rapid Transit Program corridors as well as multiple planning studies for the Harlem corridor. The resulting plan will include service and station concepts, station siting guidelines, and functional requirements.

**Resulting product:** Project Definition Report

**Performing the work:** In-house staff collaborating with Program Management & Oversight (PMO) Consultant

**Time frame for completing the work:** 3rd Quarter 2025

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

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

*\*Early estimate. This project has not been fully scoped.*

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### **Agency:** Pace Suburban Bus

**Name of Project:** Pulse Cermak Line NEPA and Advanced Design

**Description of Planning Work:** Through Pace’s strategic vision plan, *Driving Innovation*, the agency is committed to advancing the Pulse Arterial Rapid Transit Program. As the fifth Pulse Line in the system, the Cermak Line will advance Pace's long-term vision to connect northeastern Illinois residents with employment generators, hospitals, schools, and other regional destinations. Pace anticipates completing the initial Project Definition phase of the project in 2<sup>nd</sup> Quarter 2024. This report will serve as the basis for the extent of documentation and design required for the subsequent NEPA (federally required environmental review) and Advanced Conceptual Design phase. In this phase, Pace will prepare a deliverable suitable to make Phase II (final) engineering and construction eligible for federal grant funding. The process includes not only technical study and documentation but also public outreach and meetings, as well as the ongoing involvement of a key-stakeholder Corridor Advisory Group (CAG). The CAG includes representatives from agency partners necessary for permitting and funding of the project. Advanced conceptual design drawings are intended to reflect CAG and

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public preferences on station locations and bus priority treatments sufficient to scope Phase II engineering design.

The Pulse Cermak Line route will span 14 miles in total, traveling from the CTA Pink Line western terminus at 54th/Cermak Station in Cicero to Yorktown Center in Lombard. The Line will facilitate transfers to other important transit service, including the planned Pulse Harlem Line and CTA Route 21, which spans from McCormick Place to North Riverside Park Mall. Currently, Pace Route 322 operates along this corridor, and it will be restructured to provide complementary local service after the implementation of the Pulse Cermak Line.

The Pulse Cermak Line is expected to enter service in 2029, following the Pulse Milwaukee Line (2019), the Pulse Dempster Line (2023), the Pulse 95<sup>th</sup> Street Line (expected 2027) and Pulse Halsted Line (expected 2028).

**Resulting product:** Depending on the Class of Action Determination by the Federal Transit Administration, Pace expects to complete a Documented Categorical Exclusion report, including all required attachments and exhibits, along with advanced conceptual design drawings for proposed station sites and roadway and geometric improvements.

**Performing the work:** In-house staff collaborating with Program Management & Oversight (PMO) Consultant

**Time frame for completing the work:** 3<sup>rd</sup> Quarter 2026

**The cost of the work:** \$1.5 Million\*

**Source(s) of funds:** Pace operating funds.

*\*Early estimate. This project has not been fully scoped.*

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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.

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A total of 13 projects are currently active all of which are not utilizing UWP planning funds. The RTA is conducting a new Call for Projects in 2024, which is expected to result in up to 10 new projects. Active projects include:

1. Chicago Transit Authority Bus Priority Zones Plan - Halsted Street
2. Maywood TOD Zoning Code Update
3. Robbins TOD Zoning Code Update
4. Village of Homewood Transit-Oriented Development Plan
5. Village of LaGrange Transit-Oriented Development Plan
6. Village of Richton Park Transit-Oriented Development Plan
7. Pace-Far South Halsted Corridor Study
8. Village of Sauk Village Corridor Study
9. Equiticity
10. Mobility Hub Concept Plan Development
11. City of Geneva Special Financing District
12. City of Joliet Equitable Transit-Oriented Development Plan
13. Village of Riverdale Mobility and Transit-Oriented Development Plan
14. Village of University Park Special Financing District

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 thirteen projects listed above are expected to be completed by July 1, 2025.

**The cost of the work:** \$1,451,000.

**Source(s) of funds:** RTA; local match

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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

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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.

**Time frame for completing the work:** Ongoing, Completing in Spring 2025.

**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:** Ongoing through 2024.

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

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

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**Name of Project:** Human Services Transportation Plan Update

**Description of Planning Work:** The FTA requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human

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services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers and other members of the public.” A locally developed, coordinated public transit-human services transportation plan (HSTP) identifies the transportation needs of individuals with disabilities, seniors and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. The RTA last updated the HSTP in 2021 and, in an effort to keep the HSTP in line with current trends and needs, the RTA is embarking on the process to update the HSTP, with an estimated completion date and RTA Board adoption in December 2025.

**Resulting product:** The resulting product will be a final report incorporating an inventory and assessment of existing transportation providers, identification of additional and emerging mobility needs and gaps and strategies and activities to address those needs and gaps.

**Performing the work:** A consulting firm will be responsible for completing the work.

**Time frame for completing the work:** Project will commence in Fall 2024 and complete by December 31, 2025

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

**Source(s) of funds:** Federal Section 5310 Funds (100%)

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**Name of Project:** Transit Friendly Communities Guide

**Description of Planning Work:** The result of this collaborative planning effort will be a regional policy and planning document for communities that host existing or future transit services. The document will provide useful tools and standards to help make land-use decisions that improve access to transit to ensure that our riders and the residents of those communities can travel safely and efficiently. The guide will also provide insight on what transit services are available throughout the region. Recommendations will build off a similar guide completed in 2012, [Setting the Stage for Transit](#), but revise and expand based on changes in the access, mobility and land development landscape in the past 10+ years. This includes the prevalence of transportation network companies (TNCs), micromobility options, and countywide dial-a-ride systems.

**Resulting product:** A report / guide to be utilized by municipalities and counties to guide their land use decisions.

**Performing the work:** A consulting firm will be responsible for completing the work.

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**Time frame for completing the work:** Project will commence in February 2024 and complete by December 31, 2025.

**The cost of the work:** \$138,000

**Source(s) of funds:** 100% RTA funding.

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**Name of Project:** Transit Climate Action Plan

**Description of Planning Work:** The RTA will develop a regional transit climate action plan that builds upon existing and emerging Service Board plans and identifies strategies to accelerate the transition to a zero-emission regional transit system. The plan will identify ways in which the transit system can support the region's climate action goals and develop metrics to illustrate the inherent sustainability of transit in urbanized regions. The plan will focus on the metrics used to quantify the climate impact of the RTA's transit system, particularly as compared to personal vehicles, and will develop a toolbox of RTA advocacy and public campaign talking points which the RTA will use when advocating around State and Federal legislation, and more broadly with climate messaging to the region's public. The plan will serve as a guide as the RTA charts a course to reduce the emissions footprint of the transportation system and move towards zero-emissions for transit operations in a manner that is equitable and prioritizes communities most burdened by poor air quality.

**Resulting product:** A final report including actionable recommendations.

**Performing the work:** A consultant team will complete the scope of work.

**Time frame for completing the work:** Project is expected to begin in Summer 2024 and complete in Summer 2025.

**The cost of the work:** TBD

**Source(s) of funds:** 100% RTA Funding

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**Name of Project:** Transit Information for Riders Review

**Description of Planning Work:** This Travel Information for Riders study will identify various ways to improve customer information provided during a transit trip in the Chicago region on CTA, Metra, and Pace. For our regional transit system to work seamlessly, information must be consistent across the service providers. Stakeholder working groups made clear that communications improvements were needed before, during and at the end of trips. Customers riding each Service Board should feel comfortable using other Service Board services in terms of real time information provided at the station; on buses and trains; signage identifying service;

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and audio/visual information. This study will identify a set of low-cost improvements that can be quickly implemented with limited infrastructure as well as identifying potential long-term investments. These improvements will also help support communities' efforts to improve the area around their transit stations/stops.

**Resulting product:** a report that includes coordination opportunities for Service Board customer information and an action plan that identifies immediate changes that can occur.

**Performing the work:** A consultant team will complete the scope of work.

**Time frame for completing the work:** Project will start in Spring 2024 and complete by December 31, 2025.

**The cost of the work:** \$280,000

**Source(s) of funds:** 100% RTA Funding

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**Name of Project:** 2025 Customer Satisfaction Survey

**Description of Planning Work:** Electronic and onboard surveying of transit riders

**Resulting product:** Reports and transit rider demographic data

**Performing the work:** Consultant

**Time frame for completing the work:** September 2024 – August 2025

**The cost of the work:** \$600,000

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

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**Name of Project:** Regional Transit Economic Impact Analysis

**Description of Planning Work:** This planning study will utilize travel demand and economic modeling to understand impacts the transit system has on the region in terms of economy and climate. This study builds upon work completed during development of the current strategic plan and will articulate two potential scenarios 1) a reduced transit system that remains absent sustainable funding and 2) an expanded transit system with sustainable investment.

The study will provide:

- Better information on the changes to the transit network that would be needed to close the funding gap.



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- Better understanding of the public's response to those transit network changes.
- Better understanding of the economic impacts to the region from those travel changes.
- Better communication of results.

**Resulting product:** Third part published report, talking points, and communications products

**Performing the work:** Consultant

**Time frame for completing the work:** November 2023 – October 2024

**The cost of the work:** \$205K

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

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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

**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:

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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 the Bell Works "metroburb," 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 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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

**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

**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

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

**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 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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## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

### **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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### **Agency: Village of Homer Glen**

**Name of project:** Homer Glen Comprehensive Transportation Plan

**Description of planning work:** The Village of Homer Glen is looking to update its transportation plan which was previously adopted in 2007. The new study will build on and update the existing plan, evaluate pavement conditions, analyze current ADA compliance, and explore options to continue expansion and interconnection of bicycle and multiuse paths throughout Homer. The village will partner with an engineering consultant to acquire and analyze data.

**Resulting Products:** see above

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

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

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## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

**Agency:** *Village of Schaumburg*

**Name of project:** 90N District Transit and Micromobility Study

**Description of planning work:** Building off the completion of the 90N Transit Access Study, the Village of Schaumburg is seeking funds to complete a transit and micromobility study for the 90N District. The 90N District currently has access to several regional transit routes and the Woodfield Trolley, however the village recognizes that to deliver the 90N District goal of creating a true multimodal district, that transit and micromobility solutions will be an essential part of the transportation network. This study would evaluate how to develop the alternative transportation network to connect residents, employees, and visitors for the first/last mile of their trip. This study will consider available microtransit and micromobility solutions that can be deployed within the 90N District and will evaluate which solutions are best suited to the needs of the district. The project scope will include an analysis of how best to integrate proposed microtransit and micromobility solutions with existing local and regional transit solutions in the 90N District. The study will also include the development of an implementation plan that will allow the village to phase in the delivery of a cohesive and complete multimodal transportation network as the 90N District continues to develop.

**Resulting Products:** see above

**The cost of the work:** \$125,000

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

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**Agency:** *City of Waukegan*

**Name of project:** Sheridan Road/IL 137 Feasibility Study

**Description of planning work:** The Sheridan Road/IL 137 feasibility study will look at ways to improve community connectivity, enhance public transit connections and bicycle and pedestrian mobility, improve safety for all roadway users, and promote economic development through transportation investment in an area of poverty and two historically disadvantaged communities in the cities of Waukegan and North Chicago. The City of Waukegan is the lead agency for this application, but it the project is a partnership between the two communities working towards a common goal. The location of the feasibility study is the Sheridan Road/IL 137 Corridor from Greenwood Avenue (northern terminus) to the Great Lakes Naval Station, just south of Buckley Road (southern terminus). Running for approximately 5.8 miles, Sheridan Road/IL 137 (including the Amstutz Expressway and the Bobby E. Thompson Expressway) in its current configuration creates an inequitable, development prohibitive barrier between downtown Waukegan, downtown North Chicago, and recreational amenities at Lake Michigan, and the surrounding neighborhoods located west of these roadways. The Cities of Waukegan and North Chicago are seeking funding from IDOT's SPR Program to conduct a

## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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feasibility study to help determine the appropriate transportation solutions for this corridor that will address historical inequities and promote safety, mobility, and accessibility for all corridor users.

**Resulting Products:** see above

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

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

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## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

The UWP lists the planning projects 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 FHWA and the FTA. 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: <http://www.cmap.illinois.gov/unified-work-program>.



**Proposed FY2025 Unified Work Program (UWP)  
for Northeastern Illinois**  
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## Appendix H: Core budget details

### Transportation Improvement Program

	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
Unallocated	TBD	TBD	\$320,534	\$0	\$320,534	\$256,427	\$64,107

**Proposed FY2025 Unified Work Program (UWP)  
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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CoM	14,826.0	7.4	\$826,829	\$7,940	\$834,769	\$667,815	\$166,954
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
CTA	8,037.0	3.9	\$929,361	\$0	\$929,361	\$743,489	\$185,872
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
DuPage DOT	171.0	0.1	\$9,989	\$206	\$10,195	\$8,156	\$2,039
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
Metra	6,188.0	3.0	\$536,695	\$0	\$536,695	\$429,356	\$107,339
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
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

**Proposed FY2025 Unified Work Program (UWP)  
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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
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**

	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
CMAA	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
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

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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
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
ISWS Research Proposal (2024.05)	171.0	0.1	\$1,448	\$425	\$1,873	\$1,499	\$375

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	Hours	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
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
Multiyear 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

## Proposed FY2025 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%)
Planning (2010.023)	2,250.0	1.2	\$19,728	\$3,886	\$23,614	\$18,891	\$4,723
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

**Proposed FY2025 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%)
ULI Professional Services (2021.064)	85.0	0.0	\$760	\$20,150	\$20,910	\$16,728	\$4,182
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**

	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>
CMAP	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 FY2025 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**

	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 FY2025 Unified Work Program (UWP)  
for Northeastern Illinois**

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

**Public participation**

	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
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 FY2025 Unified Work Program (UWP)  
for Northeastern Illinois**

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

**Operational expenses**

	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
Agencywide 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
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 (CMAP University) (2024.051)	275.0	0.1	\$9,626	\$1,896	\$11,522	\$9,218	\$2,304
DEI Focus Area: Workplace (WelMAP / 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
Internal data library (2020.024)	585.0	0.3	\$4,757	\$937	\$5,694	\$4,555	\$1,139
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
Professional training (2010.003)	7375.0	3.8	\$425,352	\$593,213	\$1,018,565	\$814,852	\$203,713

**Proposed FY2025 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%)
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
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
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

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## Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

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

### Agency totals

Agency	Personnel	Expenses	Total
CDOT	\$494,549	\$619,785	\$1,114,334
Transportation Improvement Program (TIP)	\$355,265	\$309,893	\$665,158
Metropolitan Transportation Plan (MTP)	\$122,652	\$309,893	\$432,544
Public Participation (PP)	\$16,632	\$0	\$16,632
CMAP	\$15,321,738	\$12,946,121	\$28,267,859
Transportation Improvement Program (TIP)	\$666,819	\$315,856	\$982,675
Metropolitan Transportation Plan (MTP)	\$4,527,716	\$4,062,842	\$8,590,558
Congestion Management Process (CMP)	\$94,331	\$159,650	\$253,982
Performance Monitoring (PM)	\$191,846	\$19,967	\$211,813
Public Participation (PP)	\$1,084,190	\$214,172	\$1,298,362
Operations (Ops)	\$8,756,835	\$8,173,634	\$16,930,468
CoM	\$1,797,924	\$280,054	\$2,077,978
Transportation Improvement Program (TIP)	\$826,829	\$7,940	\$834,769
Metropolitan Transportation Plan (MTP)	\$322,943	\$568	\$323,511
Performance Monitoring (PM)	\$64,320	\$0	\$64,320
Public Participation (PP)	\$293,444	\$7,863	\$301,307
Operations (Ops)	\$290,388	\$263,684	\$554,072
CTA	\$1,049,205	\$0	\$1,049,205
Transportation Improvement Program (TIP)	\$929,361	\$0	\$929,361
Metropolitan Transportation Plan (MTP)	\$69,029	\$0	\$69,029
Performance Monitoring (PM)	\$50,815	\$0	\$50,815
DuPage DOT	\$35,499	\$206	\$35,705
Transportation Improvement Program (TIP)	\$9,989	\$206	\$10,195
Metropolitan Transportation Plan (MTP)	\$16,089	\$0	\$16,089
Congestion Management Process (CMP)	\$8,043	\$0	\$8,043
Performance Monitoring (PM)	\$1,379	\$0	\$1,379
Metra	\$659,365	\$0	\$659,365
Transportation Improvement Program (TIP)	\$536,695	\$0	\$536,695
Metropolitan Transportation Plan (MTP)	\$24,637	\$0	\$24,637
Performance Monitoring (PM)	\$89,804	\$0	\$89,804
Public Participation (PP)	\$8,229	\$0	\$8,229
Pace	\$207,847	\$355,000	\$562,847
Transportation Improvement Program (TIP)	\$79,048	\$0	\$79,048
Congestion Management Process (CMP)	\$50,000	\$355,000	\$405,000
Performance Monitoring (PM)	\$78,799	\$0	\$78,799
<b>Grand total</b>	<b>\$19,566,127</b>	<b>\$14,201,166</b>	<b>\$33,767,293</b>



Chicago Metropolitan  
Agency for Planning

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MEMORANDUM

**To:** MPO Policy Committee

**From:** Erin Aleman, Executive Director  
Stephane Phifer, Interim Deputy, Finance and Administration

**Date:** March 1, 2024

**Subject:** FY2025 CMAP Proposed budget and regional work plan

**Action Requested:** Approval

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CMAP develops an annual budget and work plan to advance the goals and objectives identified in the region’s long-range plan (ON TO 2050) and CMAP’s FY2023-FY2027 Strategic Direction.

This FY2025 plan for fiscal year July 1, 2024, to June 30, 2025 is presented for Board approval.

The budget summary portion of this document outlines the revenues, expenses, and subawards (including grants awarded to partner agencies and the associated matching funds).

Highlights from the FY2025 budget and work plan include:

- Multifaceted efforts to improve road safety in the region, including approximately \$3.2 million for 6 county-level safety action plans funded through Safe Streets and Roads for All.
- Almost \$1 million in federal grant funds to support climate action planning for the CMAP jurisdiction and beyond. This work is critical to opening the door to nearly \$5 billion in climate mitigation implementation dollars.
- Funding for Americans with Disabilities Act transition plans along with new technical assistance offerings and continued capacity building.
- Development of a new regional transportation plan (targeted completion in 2026) to meet the region’s economic, transportation, development, and sustainability goals — among others — for a 20+ year planning horizon, while remaining fiscally constrained.
- Foundational projects to improve CMAP’s role as data hub for the region, including a data governance framework that ensures the quality, security, and accessibility of the data used and shared by CMAP.
- Development of a Program Management Office that will convene and coordinate

partners and corridor stakeholders to advance multimodal improvements in the I-290/Blue Line corridor.

- Valuable planning, data, and analytical resources, including community data snapshots, local and regional demographic trends, regional travel modeling, small area traffic forecasts and more.

The FY2025 plan reflects changes from previous years in response to several goals outlined by executive leadership, including:

- Separating work plan and budget development processes, for the agency's work plan to drive the budget more strategically.
- Aligning the agency's work plan more strongly with the Strategic Direction and associated program areas.
- Building a bench of projects that could be slated into the annual work plan as resources become available, to manage resources more flexibly and responsibly spend annual funding.

Following Board approval, the document is shared with the Illinois Department of Transportation (IDOT) for final approval and concurrence. A companion document, the FY2025 Unified Work Program, which outlines UWP core activities carried out by CMAP as well as core- and competitive-funded activities funded by subawards to partner agencies, was presented to the Transportation Committee at its March 1, 2024 meeting and recommended for approval by the MPO Policy Committee at the March 14, 2024 meeting.

In summary, this budget continues to advance our shared goals of improving transportation systems, addressing climate resiliency, and maintaining a thriving economy. In partnership with the CMAP Board and our transportation, transit, government partners and stakeholders from across northeastern Illinois – we are realizing our vision of a strong, thriving, and resilient region.



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## MEMORANDUM

**To:** CMAP MPO Policy Committee

**From:** CMAP Intergovernmental Affairs staff

**Date:** March 6, 2024

**Subject:** Update on legislation related to CMAP funding and operations and an update recent legislative activity of interest to the MPO Policy Committee.

**Action Requested:** Information

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### Legislation impacting CMAP directly:

#### Regional Planning Act (70 ILCS 1707) – Appropriation

CMAP staff have continued legislative efforts to secure a state appropriation for CMAP to carry out the regional planning objectives identified in the Regional Planning Act (70 ILCS 1707). Funding has never been appropriated to CMAP to pursue these objectives, and therefore, the agency has relied on local dues, state grants, philanthropic sources, federal earmarks, and other sources to carry out planning and programming that cannot be supported with UWP funding. A dedicated appropriation from the state would provide reliable, predictable funding to the agency to build out the programs that rely on these resources and remain responsive to regional needs.

CMAP staff is pursuing legislation ([HB5077](#)/[SB3388](#)) that would appropriate \$5M to the agency “to fulfill its obligations under the Regional Planning Act, to enhance capacity to support additional comprehensive local and regional planning, and to facilitate access to federal funding.” These bills are not expected to advance on their own, but instead the objective is to incorporate this appropriation in the FY25 budget. At the time of this writing, HB5077 is in the House Rules Committee and SB3388 has been assigned to the Senate Appropriations – Public Safety and Infrastructure Committee.

#### Regional Planning Act (70 ILCS 1707) – Proposed Changes

The CMAP Board has faced challenges achieving the in-person quorum necessary for the Board to take action. Part of this challenge is exacerbated by the requirements set forth in the



Regional Planning Act (70 ILCS 1707), which currently requires “fourth-fifth of the Board members in office...for the Board to take any action.” In practice, this means 12 of 15 CMAP Board members must be physically present for the CMAP Board to take action, per the requirements set forth in the Regional Planning Act and Open Meetings Act.

CMAP staff recognize the importance of the four-fifths decision-making requirement for a board that represents a large and diverse region. CMAP staff do not recommend making any changes to this requirement for Board decisions of regional significance or substantive policy decisions i.e. agency budget and workplan, regional plan, annual federally funded program, legislative agenda, and any matters regarding the executive director. However, to ensure the day-to-day operations of the agency are able to progress in a timely manner, CMAP staff are consulting the CMAP Board on legislative changes to the Regional Planning Act (70 ILCS 1707). These changes seek to allow the regular business of the agency (i.e. approval of contracts, grant and purchase agreements, and meeting minutes) to move forward with a simple majority of Board members in office present while retaining the requirement that 4/5 of Board members in office concur on all other actions.

#### **Open Meeting Act (5 ILCS 120) – Legislative Activity**

The Illinois Municipal League (IML) is pursuing legislation ([SB103/HB1408](#)) that permits public bodies subject to OMA to meet remotely in cases when the chief elected or appointed official of the public body deems it is unsafe or a danger to public health to meet in person. This is intended to retain some of the flexibilities that were offered to public bodies prior to the expiration of the public health emergency declaration.

Currently, the OMA statute delineates certain public bodies that can allow for remote participation of members from another public building and with the appropriate public notices. These bodies include: a public body with statewide jurisdiction or select public bodies that have jurisdiction over a specific geographic area of more than 4,500 square miles: an Illinois library system, a municipal transit district, or a local workforce investment area.

CMAP’s jurisdiction, covering 4,071 square miles, is not much smaller than these above noted public bodies. This flexibility supports participation from members who reside farther from the public body’s central offices and can help sustain regional representation in large and diverse regions. CMAP staff is evaluating the possibility of working with IML to provide amendatory language that would add federally designated metropolitan planning organizations with jurisdiction over a specific geographic area of more than 4,000 square miles to the legislation.

#### **General Legislative Activity:**

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP’s work. The following has been identified by CMAP staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the MPO Policy Committee.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAP staff. For more information on other tracked legislation by CMAP staff, please contact Ryan Gougis, IGA Specialist at [rgougis@cmap.illinois.gov](mailto:rgougis@cmap.illinois.gov).

### **Transit and Bike/Ped**

#### **[SB2863](#) – VEH CD-BIKE TRAIL SIGNS (Sen. Simmons)**

**Description:** Amends the Illinois Vehicle Code. Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

**Status:** Assigned to Senate Transportation on 2/6/24

#### **[SB2844](#) – RTA ACT – REDUCED FARES (Sen. Simmons)**

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

**Status:** Assigned to Appropriations – Public Safety and Infrastructure on 1/31/2024

### **Transportation Infrastructure**

#### **[HB5171/SB3798](#) – PUBLIC-PRIVATE PARTNER-NOTICES (Rep. Mah/Sen. Villivalam)**

**Description:** Amends the Public-Private Partnerships for Transportation Act. Provides that each year, at least 30 days prior to the beginning of the responsible public entity's fiscal year, the responsible public entity shall submit to the General Assembly a description of potential projects that the responsible public entity is considering undertaking under the Act to each county, municipality, and metropolitan planning organization, with respect to each project located within its boundaries.

**Status:** HB5171 Referred to Rules Committee on 2/9/24; SB3798 assigned to Senate Executive on 2/28/24

#### **[SB3620](#) – UNSOLICITED PROPOSALS (Sen. Villivalam)**

**Description:** Amends the Public-Private Partnerships for Transportation Act. Deletes provisions that allow for proposers to submit unsolicited proposals to responsible public entities (IDOT and Tollway).

**Status:** Assigned to Senate Executive on 2/28/24

### **Climate**

#### **[HB5068](#) – CARBON FUEL STANDARDS ACT (Rep. Rita)**

**Description:** Creates the Low Carbon Fuel Standards Program Act. Establishes the Low Carbon Standards Program to be administered by the Illinois Environmental Protection Agency. Provides that the Program shall establish declining carbon intensity standards, expressed in terms of the carbon intensity of transportation fuels, to be achieved during each compliance period. Provides that providers of transportation fuel must demonstrate that the mix of fuels they supply for use in Illinois meets the carbon intensity benchmarks of the program for each annual compliance period.

**Status:** Referred to Rules Committee on 2/8/24

[SB2628 \(SA1\)](#) – **TRANSPORTATION – FLOOD INSURANCE** (Sen. Koehler)

**Description:** Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. State agencies that administer or grant loans for financing a development within a special flood hazard area and State agencies that engage in planning programs or promoting a program for development must cooperate with the IDNR to ensure that participants are informed of special flood hazard area.

**Status:** SA1 referred to State Government on 2/28/24

[SB 3651](#) – **REVENUE-ELECTRIC VEHICLES** (Sen. Villivalam)

**Description:** Creates the Electric Vehicle Charging Tax Act. Provides that a tax is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2025 through January 1, 2026, the rate of tax shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of tax shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2025.

**Status:** Referred to Assignments on 2/9/24

The status of the above legislation is reflective of the time of this writing.



## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** February 29, 2024

**Subject:** Regional Climate Action Planning

**Action Requested:** Information

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The Metropolitan Mayors Caucus (MMC) and the Chicago Metropolitan Agency for Planning (CMAP) are partnering to update and expand existing regional climate mitigation plans to assess greenhouse gas (GHG) emissions and establish GHG reduction measures throughout the Chicago Metropolitan Statistical Area (MSA), including parts of Illinois, Indiana, and Wisconsin. The work is required via the region's participation in the Climate Pollution Reduction Grant (CPRG) program, a U.S. Environmental Protection Agency (EPA) initiative to fund state and MPO development and implementation of GHG reduction plans with a goal of achieving net zero GHG emissions by 2050. CMAP seeks to inform and update the MPO Policy Committee on the planning process and context, including implementation funding opportunities, exploratory work with Argonne and Oak Ridge National Laboratories, and required USDOT GHG reduction performance measures.

### Climate Action: Planning for the Chicago MSA

Funded by the Inflation Reduction Act, phase 1 of the CPRG requires the State of Illinois and the Chicago MSA separately to complete three phases of planning:

- A **priority climate action plan (PCAP)** outlining a focused list of quantified near-term, high-priority, implementation ready measures to reduce GHG pollution. With CMAP support, MMC will update its 2021 Climate Action Plan to serve as the Chicago MSA's PCAP by March 1, 2024.
- A **comprehensive climate action plan (CCAP)** that addresses all significant GHG sources, sinks, and sectors; establishes near and long-term GHG emission reduction goals; and identifies strategies and measures to achieve those goals. CMAP will lead the MSA's CCAP process, including data analysis and modeling, development of policy proposals, and engagement with stakeholder and subject matter experts. The CCAP must be completed by July 2025.
- A **status report** on implementation of CCAP GHG reduction strategies. CMAP will lead development of the status report by mid-2027.

The CCAP will address the following sectors: industry, electricity generation, passenger transportation, freight transportation, commercial and residential buildings, agriculture, natural and working lands, water and wastewater, and waste and materials management. The CCAP will include a GHG inventory, projections, and reduction targets, as well as quantified GHG reduction measures to meet federal reduction targets. It will also analyze strategy co-benefits, such as reductions to other pollutants, and benefits to low income and disadvantaged (LIDAC) communities. For each sector, CMAP will engage implementers, community organizations, advocates, and subject matter experts to establish decarbonization strategies, measures, and community benefits. ON TO 2050 commits the region to reduce greenhouse gas emissions by 80 percent, relative to 2005 levels, by 2050. The CCAP will set a net-zero goal by 2050, raising challenges and opportunities for our region to meet the federal greenhouse gas reduction targets.

### **Climate Action: Implementation funding**

USEPA's CPRG program has \$4.3 billion to fund GHG reduction implementation measures at the state and local levels. Eligible projects must be explicitly or implicitly included in a relevant PCAP. To facilitate the region's access to implementation funding, CMAP, MMC, and IEPA have engaged with regional stakeholders to identify priorities and project ideas. CMAP's CPRG briefing will explore the priority mitigation measures around which the region is coalescing.

### **Clean Energy to Communities In-Depth Technical Assistance**

CMAP and its partners — ComEd and the Respiratory Health Association — received a \$500,000 award through the federal Clean Energy to Communities (C2C) initiative. The award pairs the partners with Argonne and Oak Ridge national laboratories to better understand the types and scale of action needed to foster a clean energy transition for the region's transportation system. Achieving net-zero emissions in the transportation sector will require a combination of strategies, including system-wide vehicle electrification (public and private cars, busses, and trucks), mode shift to lower-energy forms of transportation (such as walking, biking, and transit), and operational changes to improve and harness existing efficiencies in the system.

### **Upcoming GHG performance measure**

USDOT's recent rulemaking adds a federal performance measure requiring states and MPOs to set non-binding reduction targets for GHG emissions on the national highway system (NHS) relative to 2022 emissions. On February 1, IDOT established a target of a 2.6 percent reduction for tailpipe CO<sub>2</sub> emissions on the NHS from 2022 to 2026. MPOs have 180 days to set their own targets and CMAP anticipates adopting targets at the June MPO and Board meetings. There is no penalty for failure to meet targets. CMAP's targets will be in effect until 2026 at which time they will be updated to align with the Climate Action Plan and the Regional Transportation Plan that will be considered for adoption in 2025 and 2026 respectively.

For discussion:

As part of an ongoing climate conversation, CMAP seeks MPO Policy Committee input on:

- Organizations, including public agencies, local governments, non-governmental organizations, community-based organizations, advocacy groups, and subject matter experts, to engage in the CCAP process.
- Plans, policies, and programs to consider as emissions reduction strategies.



## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 6, 2024

**Subject:** Regional planning approach update

**Action Requested:** Information

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### Background

The Regional Planning Act ([70 ILCS 1707/](#)) requires CMAP to develop a regional comprehensive plan that integrates land use, transportation, and their relationships with economic development, the environment, air quality, energy consumption, and other issues impacting quality of life in northeastern Illinois. Per statute, the plan should guide the region's physical development and form the foundation for all planning in the region, with a special emphasis on the interactions between transportation and land use decisions.

As the designated metropolitan planning organization (MPO) for northeastern Illinois, CMAP is also mandated by federal regulations to develop and maintain a metropolitan transportation plan (MTP) that provide a comprehensive framework for transportation planning within the region. The MTP—also known as a regional transportation plan (RTP) or regional long-range transportation plan (LRTP)—outlines the long-term vision, goals, and strategies for the transportation system, addressing factors such as infrastructure needs, funding considerations, congestion management, safety improvements, and multimodal connectivity.

Since the agency was formed in 2005, it has fulfilled these state and federal responsibilities with the adoption of a single, large-scale regional comprehensive plan and its related update. Both GO TO 2040 (adopted in 2010) and ON TO 2050 (adopted in 2018) were the product of major, multi-year processes featuring extensive staff research, stakeholder engagement, and public outreach. Both award-winning plans helped the region to anticipate major challenges and opportunities, generate consensus on shared strategies, and evolve regional policy on difficult issues.

Staff has begun work on the next regional plan. This new plan will build on the successes of GO TO 2040 and ON TO 2050 while refining its approach in important ways. This memo describes key considerations of the new approach.

## Learning from peer regions

To begin the scoping process, staff explored how peer agencies approach their comprehensive planning activities and found they rarely created one, large-scale plan that satisfies all state and federal responsibilities. Instead, similar agencies pursue a structure that allows multiple plans, adopted over time, to be considered together as the region's unified plan. Oftentimes, a "big picture" plan sets the macro-level direction that guides topic-specific plans on issues of regional concern. This is often referred to as a "vision and subplans" approach, examples of which are included below.

The **Metropolitan Council** (MetCouncil) is the metropolitan planning organization for the Minneapolis and St. Paul region in Minnesota. For decades, the MetCouncil has successfully implemented a vision and subplans approach which begins by developing an overarching vision plan—the most recent is known as "[Thrive MSP 2040](#)." This plan provides a long-term vision for the region's growth and development. The Metropolitan Council develops several subplans focusing on specific topic areas, such as transportation, housing, regional parks, and water resources, to address their state and federal planning responsibilities.

Serving the Seattle-Tacoma region in the State of Washington, the **Puget Sound Regional Council** (PSRC) has adopted a similar approach by developing a regional vision, called "[VISION 2050](#)," which provides a comprehensive vision for the region's growth and development. Informed by the regional vision, PSRC develops subplans focusing on transportation, economic development, and housing to translate the overarching vision into topic area specific policies and strategies.

The **Atlanta Regional Commission** (ARC) is the regional planning and metropolitan planning organization for the 11-county Atlanta region. ARC has established an overarching regional plan framework, called "[One Great Region](#)," that focuses on a three-fold vision: providing world-class infrastructure; fostering healthy, livable communities; and building a competitive economy. Informed by the regional plan framework, ARC develops subplans including a regional economic strategy, a healthy communities plan, and a regional transportation plan.

## A new approach to regional planning in northeastern Illinois

CMAQ is now moving forward with a vision/subplans approach as it will provide numerous opportunities to strengthen regional planning in northeastern Illinois. Under this approach, CMAQ and regional partners can set a bold, new vision that builds upon the current plan's principles, policies, and goals, while refining comprehensive planning practices in important ways.

CMAQ's regional vision plan will build on the significant progress and direction provided by previous work, while creating more flexibility than the agency's previous quadrennial planning cycle. Many of the ON TO 2050's strategies and recommendations remain relevant in relation to the region's complex, lasting issues. However, a single plan represents a snapshot in time that cannot evolve and adapt to new and evolving priorities. For example, climate action, housing coordination, or industrial strategies all require more dedicated and responsive planning than is feasible under the previous model. By implementing a regional vision, CMAQ will work with our partners to define overarching strategic priorities and commitments that will

guide a range of more detailed sub-planning activities over the next 5-10 years. Combined, the regional vision and regional subplans will serve as the region's comprehensive plan.

### **Anticipated benefits of transitioning to this approach**

In addition to those already discussed, the vision/subplans approach has the potential to provide the following benefits:

#### Product improvements

- *Deeper analysis:* Topic-specific subplans enable the region to conduct in-depth analyses and assessments within each area, leading to a more thorough understanding of the challenges, opportunities, and potential impacts. This depth of analysis enhances the quality of decision-making and ensures that strategies are evidence-based and actionable.
- *More tailored solutions:* Different issue areas often require unique approaches and solutions. Having separate subplans allows the region to dig deeper and tailor strategies and policies to the specific needs and priorities of each topic area.
- *Enhanced public outreach and stakeholder engagement:* Developing a vision for the region provides an opportunity for high-level public outreach while developing subplans enables more extensive engagement with key stakeholders on curated topics. This approach would be geared to encourage meaningful and equitable participation from diverse stakeholders, fostering deeper collaboration and consensus-building.
- *Improved implementation and monitoring:* Having separate subplans facilitates implementation and monitoring efforts, as progress can be tracked and evaluated within each topic area. This allows CMAP and its partners to identify successes, challenges, and areas for improvement, and make data-informed adjustments as needed.

#### Process improvements

- *Flexibility and focus:* By having separate subplans, the region can maintain flexibility to address new and existing challenges or opportunities focused within specific topic areas, while staying aligned with an overarching regional vision. Additionally, topic area subplans would no longer be tied to the four-year update cycle of federal transportation planning requirements and could instead be updated on a cadence appropriate to each topic.
- *Breaking down planning silos:* A single comprehensive plan document requires an "all-hands-on-deck" approach to staffing, with subject matter experts focused on portions of the plan specific to their expertise. With subplans developed on different timelines, the agency will have an enhanced ability to deploy cross-functional and interdisciplinary teams.
- *Alignment with regional goals:* By developing subplans that are guided by the overarching vision for the region, the region can ensure alignment with our long-term goals and priorities. This coherence enhances the effectiveness and impact of the region's planning efforts, leading to more sustainable and equitable outcomes.



### **Next Steps**

CMAP staff is discussing this new approach with the CMAP Transportation Committee, MPO Policy Committee, and the CMAP Board. Additionally, CMAP staff will consult with partners including IDOT, and Region 5 FHWA and FTA staff.

CMAP will begin developing a macro-level plan that will serve as the foundation for regional subplans. This “north star” will articulate long-term goals and aspirations while also identifying potential challenges and opportunities that could impede or accelerate regional progress. It will also establish the universe of subplans and related material to be delivered over time to support implementation of these big picture planning goals.

To meet federal requirements, CMAP has started preparations to develop the 2026 Regional Transportation Plan (RTP). This plan will build on the mobility goals and strategies from ON TO 2050 and will guide multimodal transportation decision-making and funding allocation over a 20+ year horizon. By initiating the development of our RTP, we are taking proactive steps to ensure compliance with federal regulations and to address the transportation needs and priorities of our region in a comprehensive and strategic manner. The plan must be adopted by October 2026. Initial work includes procuring consultant support, establishing goals, conducting existing conditions research, updating administrative policies and procedures, and public outreach activities.

###