

Proposed FY2024

# **Northeastern Illinois Unified Work Program for Transportation Budget**



Chicago Metropolitan  
Agency for Planning



## **FY 2024 Unified Work Program (UWP) for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

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

The Chicago Metropolitan Agency for Planning (CMAP) is the MPO for northeastern Illinois and, together with its many transportation, transit, and local community partners, has been tasked with collaborating to plan, develop, and maintain an affordable, safe, and efficient transportation system for the region. It is the Policy Committee that provides the forum through which local decision makers develop and implement regional plans and programs.

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

CMAP is directed by the State of Illinois to conduct a wide variety of community and land use planning functions on behalf of the seven counties in northeastern Illinois. Due to the interconnected nature of transportation, transit, community, and land use planning, it is critically important that this work be conducted in tandem, and each be informed by the other. This allows changes to the region's systems to be considered collectively and helps to optimize investment and outcomes. To do this work, the agency uses Unified Work Program (UWP) funds complemented by a diverse set of other funding sources, including grants and local dues. The complete outline of CMAP's annual services is included in the [FY 2024 CMAP budget and regional work plan](#), which is a companion document to the UWP budget.



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**MPO Policy Committee**

**Municipal government**

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

**Gia Biagi**, 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)**

**David Snyder**, Division Administrator  
Federal Highway Administration

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

**Regional agencies**

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

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

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

**Operating agencies**

**Dorval Carter**, President  
Chicago Transit Authority

**Lindsey Douglas**, Assistant Vice President,  
Public Affairs, Northern Region, Union Pacific  
Railroad  
Class 1 Railroad Companies

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

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

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

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



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# **FY 2024 Unified Work Program (UWP) for Northeastern Illinois**

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## **Section I: Executive summary**

### **Unified Work Program executive summary**

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to state and local sources. Federal dollars require a 20 percent state and/or local match. The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2023, to June 30, 2024). In previous years, competitive funds (3-C Competitive Grant) were awarded over a five-year period. However, in 2021, the UWP Committee convened a series of working group meetings to discuss revamping the competitive program. In September 2021, the UWP Committee approved and adopted a new competitive program that awarded projects based on new evaluation criteria, a new rating system, and a new contract period of three years. This new competitive program was paused for the fiscal year 2024 (FY24) budget process.

In February and March 2023, staff present to the CMAP Board and the MPO Policy Committee, respectively, a UWP budget that reflects the use of federal transportation funds and state and local match as revenue sources to cover FY24 UWP budgeted expenditures. This budget was approved by the Transportation Committee at a meeting convened on February 24, 2023. It is anticipated that the MPO Policy Committee will approve the FY24 UWP budget at their March 2023 meeting. The approved FY24 UWP budget totaled \$31,157,952. This includes \$24,926,361 in FHWA and FTA regional planning funds and \$6,231,590 in state and local match funds. It is anticipated that the State of Illinois will pass a budget for FY24.

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, as well as a currently vacant position for the Illinois Environmental Protection Agency. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY24 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2023, through June 30, 2024. The UWP Committee developed the FY24 program based on this year's UWP federal funding mark for the metropolitan planning area. Project selection is typically guided by a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY24 regional planning priorities and competitive scoring process.

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

FY24 UWP funds will be programmed to CMAP, CTA, City of Chicago, Regional Council of Mayors, Metra, Pace, and Will County core transportation planning activities. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Infrastructure Investment and Jobs Act (IIJA).



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## Funding by agency

Figure 1: Share of FY24 UWP funds by agency

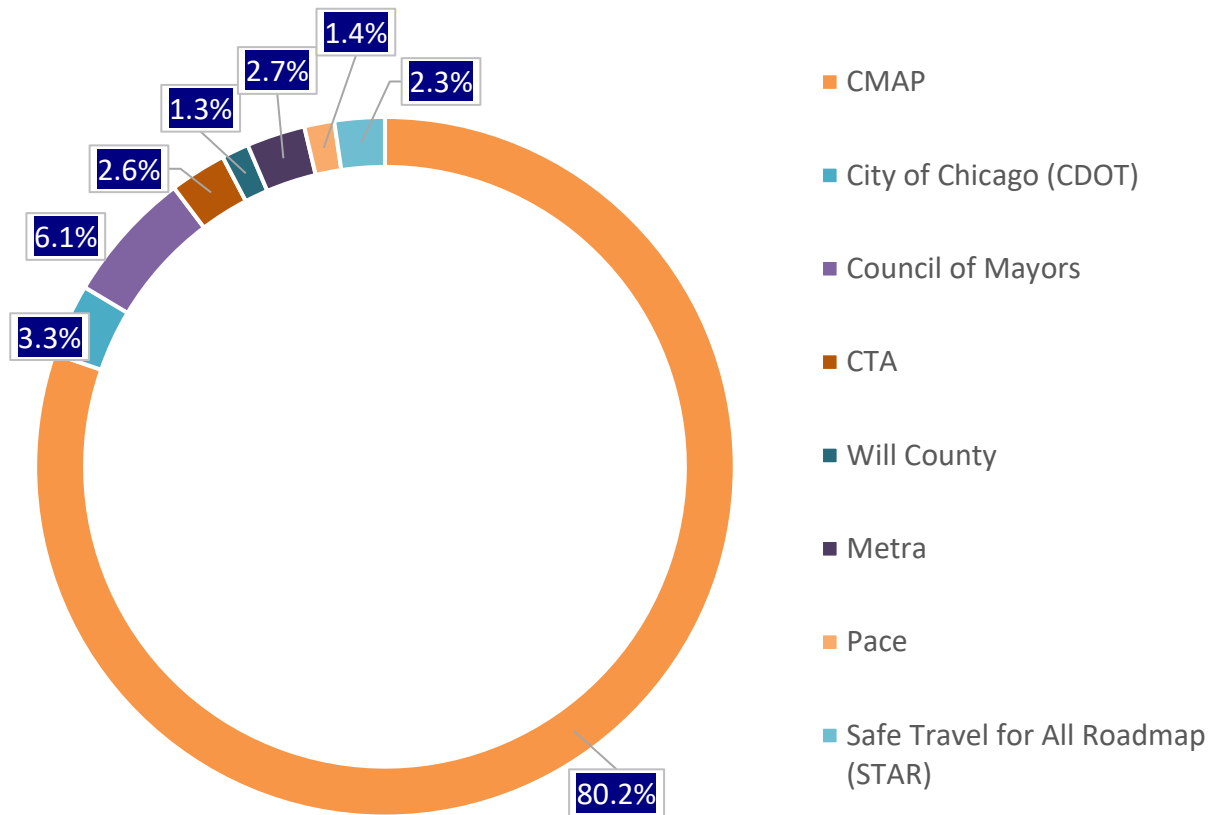


Figure 1 shows the share of FY24 UWP funds programmed to each agency.

CMAP will receive 80.2 percent of the FHWA planning funds and FTA section 5303 funds to implement the region's long-range plan ON TO 2050; support local planning efforts; collect, analyze, and disseminate transportation data; support required MPO activities, such as the TIP and Congestion Management Process; perform a range of transportation studies; provide technical assistance; and engage in coordinated regional outreach.

CTA and Pace will receive 2.6 percent and 1.4 percent of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. Metra will receive 2.7 percent of the funds to fund capital program development and asset management activities.

The City of Chicago will receive 3.3 percent of the funds for transportation planning and programming activities. The Regional Council of Mayors will receive 6.1 percent of the funds.



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The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Will County will receive 1.3 percent of funds for their 2050 Long Range Transportation Plan.

A new requirement under the IJA is the programming of a portion of the total budget toward safe and complete streets planning. For FY24, this represents \$741,462 or 2.3 percent of the UWP funds. CMAP has launched the Safe Travel for All Roadmap (STAR) program to fulfill these requirements.

**Table 1: Summary of UWP projects and budgets by recipient agency**

Agency	Project title	Federal	Local match	Total
CMAP	MPO Activities	\$18,684,251	\$4,671,130	\$23,355,651
CMAP	Safe Travel for All Roadmap (STAR)	\$593,170	\$148,292	\$741,462
CMAP	Operational funding	\$1,199,563	\$299,890	\$1,499,454
<b>CMAP total</b>		<b>\$20,476,984</b>	<b>\$5,119,312</b>	<b>\$25,596,567</b>
City of Chicago (CDOT)	City of Chicago Transportation Planning and Programming	\$850,750	\$212,688	\$1,063,438
<b>City of Chicago (CDOT) total</b>		<b>\$850,750</b>	<b>\$212,688</b>	<b>\$1,063,438</b>
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$1,561,215	\$390,304	\$1,951,519
<b>Council of Mayors total</b>		<b>\$1,561,215</b>	<b>\$390,304</b>	<b>\$1,951,519</b>
CTA	Program Development	\$670,581	\$167,645	\$838,226
<b>CTA total</b>		<b>\$670,581</b>	<b>\$167,645</b>	<b>\$838,226</b>
Will County	Will County 2050 Long Range Transportation Plan	\$322,081	\$80,520	\$402,601
<b>County total</b>		<b>\$322,081</b>	<b>\$80,520</b>	<b>\$402,601</b>
Metra	Capital Program, Grant Administration, and Asset Management	\$691,081	\$172,770	\$863,851
<b>Metra total</b>		<b>\$691,081</b>	<b>\$172,770</b>	<b>\$863,851</b>
Pace	Capital Program Development and Asset Management	\$123,000	\$30,750	\$153,750
Pace	Shared Mobility Program	\$230,400	\$57,600	\$288,000
<b>Pace total</b>		<b>\$230,523</b>	<b>\$88,350</b>	<b>\$441,750</b>
<b>FY24 program total</b>		<b>\$24,926,361</b>	<b>\$6,231,590</b>	<b>\$31,157,952</b>

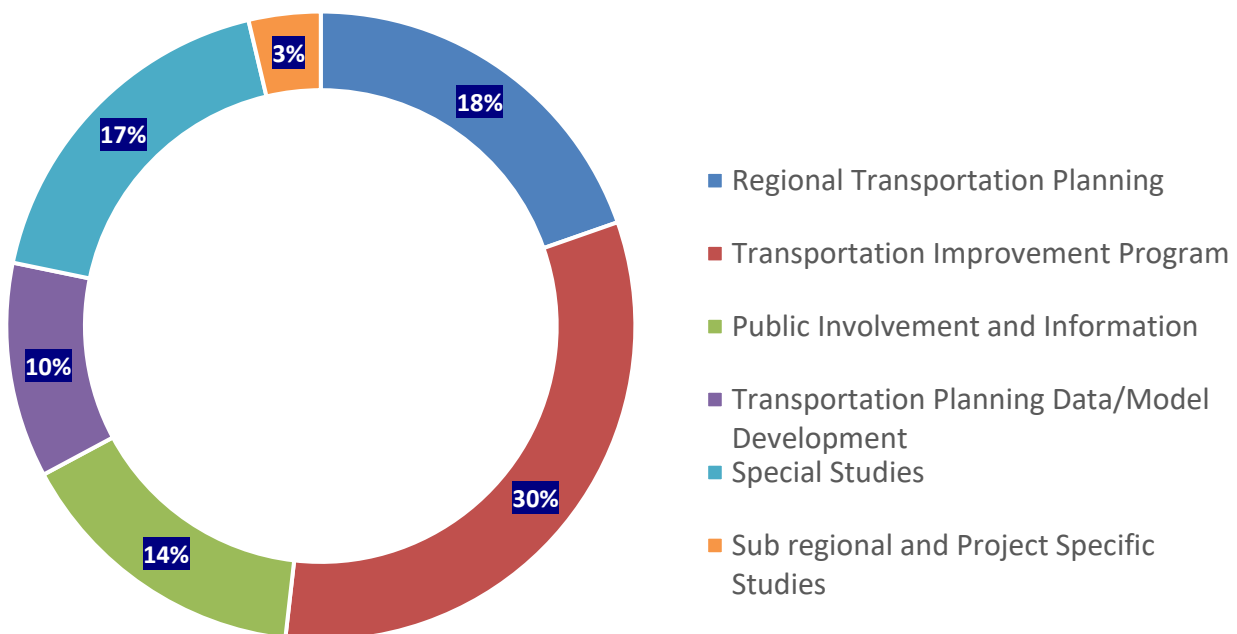
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## ***Funding by program category***

The FY24 UWP is divided into six major program categories that define the scope of work performed during the fiscal year. The program categories are described below. Figure 2 shows the allocation of total FY24 UWP funds by category, and Table 2 shows how each project is allocated by category. Since several of the projects are comprised of tasks relevant to multiple program categories, project tasks are allocated across the program categories to facilitate a more accurate understanding of the scope of work to be accomplished with these funds.

**Figure 2: Share of FY24 funds by category**



### ***Regional transportation planning***

The work performed in this category comprises planning, research, analysis, and regional coordination required to implement the region's long-range transportation plan. This process is led by CMAP, but other recipient agencies also contribute staff resources and are funded under this category. Activities in this category primarily include implementation of ON TO 2050 and local technical assistance provided to transit partners, counties, and municipal partners. The budget for this program category totals \$5,635,061 or 18 percent of the total UWP.

### ***Transportation Improvement Program***

The work performed in this category helps create and maintain a prioritized, fiscally constrained capital improvement program for northeastern Illinois, which is consistent with the regional comprehensive plan, functional plans, and federal rules. The Congestion Management Process

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falls under this category, as do other projects, including technical studies and management efforts for improving the region's air quality and providing for regional participation and contribution to statewide air quality planning activities and projects. The budget for this program category totals \$9,222,751 or 30 percent of the total UWP.

### ***Public involvement and information***

The work performed in this category develops and implements mechanisms for engaging and obtaining input from partners, stakeholders, and communities in developing UWP-funded plans and programs; informs the public about transportation planning activities in the region; and responds to requests for information, reports, and data. Public engagement is critical in the region's transportation planning efforts. Activities in this category include regional events, public opinion polls and surveys, social media engagement, website design and enhancements, community project-based engagement tools, and equitable engagement programs. The budget for this program category totals \$4,408,412 or 14 percent of the total UWP.

### ***Transportation planning data/model development***

The work performed in this category is focused on collecting, displaying, and disseminating primary and secondary data related to transportation, land-use, and demographics. These efforts provide technical tools and basic data for the region's transportation planning and plan implementation efforts. Activities in this category include travel demand and transportation studies; passenger and traffic data collection; land use modeling; and demographics studies. The budget for this program category totals \$3,172,679 or 10 percent of the total UWP.

### ***Policy implementation***

The work performed in this category is focused on researching, analyzing, and implementing transportation and land use policies that are consistent with the region's long-range transportation plan. As required by the FHWA metropolitan transportation planning process, analysis of interrelated activities — such as economic, demographic, environmental protection, growth management, and land use — should be evaluated to understand the implications to transportation decisions and investments. Activities in this category focus on the exploration of these areas for the purpose of supporting planning projects and the ON TO 2050 plan update. The budget for this program category totals \$5,183,295 or 17 percent of the total UWP.

### ***Subregional and project-specific studies***

The work performed in this category develops transportation plans for areas smaller than the entire region or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements and provide the basis for more detailed consideration of alternative solutions. Projects performed in this category also comprise work focused on operational, demand, and information technology strategies to improve the efficiency and effectiveness of the transportation system for all users. The funding for the Safe Travel for All Roadmap program would be completed under this area. The budget for this program category is \$1,060,493 or 3 percent of the total UWP.



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Agency	Project	Total project cost	Amount of total cost dedicated to:					
			Regional transportation planning	Transportation Improvement Program	Public involvement and information	Transportation planning data/model development	Policy implementation	Subregional and project-specific studies
<b>CMAP</b>	MPO Activities	\$24,855,105	\$4,852,028	\$6,470,641	\$3,058,552	\$3,172,679	\$5,183,295	\$0
<b>City of Chicago</b>	Transportation and Programming	\$1,063,438	\$106,344	\$531,719	\$106,344	\$0	\$0	\$319,031
<b>Council of Mayors</b>	Subregional Transportation Planning, Programming, and Management	\$1,951,519	\$390,304	\$975,760	\$585,456	\$0	\$0	\$0
<b>CTA</b>	Program Development	\$838,226	\$0	\$502,936	\$335,290	\$0	\$0	\$0
<b>Will County</b>	Will County 2050 Long Range Transportation Plan	\$402,601	\$200,000	\$0	\$0	\$0	\$0	\$0
<b>Metra</b>	Capital Program Management and Asset Management	\$863,851	\$86,385	\$604,696	\$172,770	\$0	\$0	\$0
<b>Pace</b>	Shared Mobility Program	\$153,750	\$0	\$0	\$150,000	\$0	\$0	\$0
<b>Pace</b>	Capital Program Development and Asset Management	\$288,000	\$0	\$137,000	\$0	\$0	\$0	\$0
<b>Safe Travel for All Roadmap</b>	Safe Travel for All Roadmap	\$741,462	\$0	\$0	\$0	\$0	\$0	\$741,462
<b>Total</b>		\$31,157,952	\$5,635,061	\$9,222,751	\$4,408,412	\$3,172,679	\$5,183,295	\$1,060,493
<b>Percentage of total</b>			18%	30%	14%	10%	17%	3%

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## **Brief synopses of FY24 recommended UWP projects**

### ***Chicago Metropolitan Agency for Planning (CMAP)***

**Total:**  
\$25,596,567

#### ***Project 1: MPO Activities***

#### ***Project 2: Safe Travel for All Roadmap (STAR)***

**Purpose:** CMAP is responsible for implementation of the region's long-range plan, ON TO 2050; supporting local planning efforts; collecting, analyzing, and disseminating transportation data; supporting required MPO activities, such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis, and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use, and environmental planning. For FY24, the agency will focus its efforts on fostering regional economic collaboration, continuing COVID-19 mobility recovery work and drafting an associated transit report for the Illinois General Assembly, launching the Safe Travel for All Roadmap (STAR) to advance priorities, and coordinating IJIA project submissions for the region.

### ***City of Chicago Department of Transportation (CDOT)***

**Total:**  
\$1,063,438

#### ***Project 1: City of Chicago Transportation and Programming***

**Purpose:** The purpose of this project is to support CMAP's regional objectives as an MPO by ensuring the City of Chicago's participation in CMAP's regional planning and transportation programming processes, including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process.

### ***Council of Mayors***

**Total:**  
\$1,951,519

#### ***Project 1: Sub-regional Transportation Planning, Programming, and Management***

**Purpose:** To provide for strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR,

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HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. To assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long-Range Transportation Plan, Transportation Improvement Program, and Congestion Management System.

### ***Chicago Transit Authority (CTA)***

**Total:**  
\$838,226

#### ***Project 1: Program Development***

**Purpose:** The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in region's transportation planning process including the development of Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.

### ***Will County Department of Transportation (DOT)***

**Total:**  
\$402,601

#### ***Project 1: Will County 2050 Long Range Transportation Plan***

**Purpose:** Since Will County adopted the Will Connects 2040 Long Range Transportation Plan in February 2017, the County has undertaken Countywide Freight and ITS Plans. These plans provide the County, our local agency partners, other agency partners, and our residents information about the County's priorities for the transportation network.

In a county, where seeing a truck once meant a farmer hauling crops or livestock to market, trucks on our roadway network haul any number of goods that could have been shipped from anywhere around the globe. With our access to navigable waterways, railroads, and the interstate system, Will County has been established as a prime location for companies to locate their warehouses and distribution centers.

As Will County moves into the future, we see a dichotomy being established between generational farms and the influx of development (residential and warehousing). We need an updated long range transportation plan that accommodates and celebrates all facets of our county from the more urban/suburban north of I-80, through the transitional area in central Will County, to the rural areas in southern Will County.

### ***Metra***

**Total:**  
\$863,851

#### ***Project 1: Capital Program, Grant Administration, and Asset Management***



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**Purpose:** Metra’s Capital Program, Grant Administration, and Asset Management project supports the development of the capital program, implementation of Metra’s Transit Asset Management (TAM) Plan, and the administration of grants for transportation infrastructure improvements. Metra is a division of the Regional Transit Authority (RTA), and Metra staff are responsible for conducting transportation planning, data modeling, and policy implementation as it pertains to the region’s commuter rail transit. All major tasks and activities listed within this proposal are necessary to Metra’s capital program development and asset management activities.

The project supports CMAP objectives, including conducting regional transportation planning, maintaining the Transportation Improvement Plan (TIP), maintaining data models for transit asset management, and implementing policies as required by various federal legislation, regulations, and rules. Metra’s project will increase in scope by state fiscal year 2024 due primarily to the recent increases to the state and federal capital funding levels and to continue the implementation of the TAM Plan, which includes the continued development of Metra’s Enterprise Asset Management (EAM) system.

### ***Pace***

**Total:**  
\$441,750

#### ***Project 1: Capital Program Development and Asset Management***

**Purpose:** This project supports Pace in its strategic efforts to plan, develop and implement a fiscally constrained Pace Bus Capital Improvement Program and a Transit Assessment Management Plan for Northeastern Illinois.

#### ***Project 2: Shared Mobility Program***

**Purpose:** To assist CMAP with meeting the goals of ON TO 2050, the Pace RideShare Program proposes a project that will focus on Northeastern Illinois workers with regular and hybrid work schedules including those commuting to work from [economically disconnected areas](#). Pace will also continue rideshare education, customer service, and administration of the rideshare program while improving the user's online, administrative and commute experience. Outreach will leverage [regional research](#) and highlight affordability compared to solo driving and offer a boost to carpoolers. Campaigns and communications will include updated features of the Pace Vanpool Program, transit benefits and a free participation opportunity for Pace Vanpool drivers. In summary, this grant request is for funding the creation and execution of a marketing plan, purchase of marketing content/creatives which could include road signs, media buys, incentives/giveaways, outreach event costs, and the staff time to oversee the existing rideshare program and new enhancements, collect customer feedback, partner regionally, and support marketing efforts and Pace Vanpool Program improvements.



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<b>Project Title</b>	Core MPO Activities
<b>Sponsoring Agency</b>	Chicago Metropolitan Agency for Planning (CMAP)
<b>Federal Amount Requested</b>	\$20,476,984
<b>Local Match Amount</b>	\$5,119,312 (\$3,500,000 state; \$1,619,312 local dues)
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$25,596,567

### Description and Justification

**Brief Description** CMAP is responsible for implementation of the region's long-range plan, ON TO 2050; supporting local planning efforts; collecting, analyzing, and disseminating transportation data; supporting required MPO activities, such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis, and regional economy. CMAP provides regional forecasts and planning evaluations for transportation, land use, and environmental planning. For FY24, the agency will focus its efforts on fostering regional economic collaboration, continuing COVID-19 mobility recovery work and drafting an associated transit report for the Illinois General Assembly, launching the Safe Travel for All Roadmap (STAR) to advance priorities, and coordinating IJA project submissions for the region.

### Major Tasks (up to 20)

#### Planning

1. Direct technical assistance to communities through staff-led and management of consultant-led projects from the Local Technical Assistance (LTA) program
2. Activities associated with implementation of local plans, as well as plan implementation assistance with ON TO 2050
3. Capacity-building activities with local governments
4. Research and development of new approaches to be applied in local plans
5. Local truck routing and community plans
6. Safe Travel for All Roadmap (STAR)

#### Regional Plan Implementation (RPI)

1. Federal and state legislation, regulation, and policy — monitoring and policy analysis
2. Mobility recovery research, analysis, and engagement





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3. Regional economic recovery initiatives
4. Climate mitigation strategies and resilience implementation
5. ON TO 2050 indicator and performance monitoring
6. Grade crossings conceptual engineering analysis
7. Coordinating Infrastructure Investment and Jobs Act (IIJA) project submissions for the region.

### **Research, analysis, and programming**

1. Regionally significant projects technical assistance and mobility implementation
2. Pavement management plans for northeastern Illinois local agencies
3. Transportation and emissions modeling
4. TIP development and management
5. Active program management — regional partners (CMAQ and TAP)
6. Active program management — local programs (STP-L)
7. Applied research

### **Communications and engagement**

1. Print and digital communication materials
2. Media relations and messaging
3. Website redesign, maintenance, and development
4. Digital content strategy and user engagement
5. External engagement

### **Information technology**

1. Maintain and update IT infrastructure
2. Perform system administration and computer staff support through management and maintenance of hardware and software for all CMAP computer systems
3. Data center management and workstation support
4. Business continuity implementation

### **Core Justification**

CMAP performs the core required MPO functions for northeastern Illinois. CMAP partners with local governments to advance and coordinate transportation, land use, and other planning considerations in the region. The ON TO 2050 plan, which was adopted in October 2018, reflects the agency's priorities, including transportation finance, economic resilience, and state and local taxation, as well as broader land use issues, such as housing and natural resource policies. For FY24, the agency will focus its efforts on regional economic collaboration and continuing COVID-19 mobility recovery work with an associated report on regional transit for the Illinois General Assembly, as well as other planning activities to support regional partners' recovery efforts. CMAP is responsible for communicating to the public and stakeholder groups all activities and priorities of the CMAP Board and MPO Policy Committee. CMAP is the authoritative source for data and methods used for regional analysis. CMAP promotes online data sharing among partners. Data sharing tools close a gap in providing transparency in decision-making. As the

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MPO for the region, CMAP is also responsible for managing the TIP and Congestion Management Process. The FY24 budget request supports these core MPO activities.

### Core Justification

The proposal responds to a number of the regional priorities: Local technical assistance and the formation of collaborative planning efforts; planning work toward implementation of ON TO 2050 regionally significant projects, including supportive land use; modernization of the public transit system; leveraging the transportation system to promote inclusive growth; harnessing technology to improve travel and anticipating future impacts; information sharing; improved access to information; air quality conformity access to information; efficient governance; financial planning; improving decision-making models and evaluation criteria for project selection.

Is this project a continuation of previous work? If so, please explain.

The proposed activities reflect implementation action areas adopted in the region's long-range plan, ON TO 2050, and continuation of the core responsibilities of the MPO.

Who will benefit from the interim or final products of this project?

The products will benefit state and local public officials, local partners, transportation implementers, economic development practitioners, business leaders, the nonprofit sector, and residents of the region.

What is the source of funds for the local match portion of this project?

Illinois Department of Transportation and CMAP local dues

<b>Products and Completion Schedule</b> <b>(New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Quarterly report	Report	Quarterly

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Project completion deliverables —as identified in RFPs and scope of work	Studies, reports, data, analysis, policy documents, models, and software/website	Upon project completion or as indicated by milestones in the project plans
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<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$12,919,914
<b>Overhead Cost associated with these activities</b>	\$2,545,223
<b>Total Person Months</b>	1,494
<b>Consultant Cost</b>	\$3,224,170
<b>Other Costs</b>	\$6,907,260
<b>Total Program Cost</b>	\$25,596,567
<b>Please specify the purpose of consultant costs</b> Consultant costs will be used to benefit a wide variety of Agency and project initiatives. At this time, the Agency is in the process of reviewing and finalizing all draft budget costs. Consulting costs will remain similar to those seen in prior years – per division – with slight increases being seen in IT, Regional Plan Implementation, Transportation (formerly Research, Analysis & Programming) and Executive Operations. Contracts for these services range from visualization support for planning, equitable engagement program support, multiple data subscriptions, ERP Consulting services, IT support and more that would require the Agency to be operational, and viable.	
<b>Please specify the purpose of other costs</b> As mentioned above, our preliminary budget will remain consistent with prior years in the allocation of other costs. The majority of costs this upcoming fiscal year will be attributed to the Agency’s ERP implementation, network security, audit services, office equipment maintenance, as well as software maintenance and licenses.	

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<b>Project Title</b>	Chicago Transportation Planning and Programming
<b>Sponsoring Agency</b>	Chicago Department of Transportation (CDOT)
<b>Federal Amount Requested*</b>	\$ 850,750
<b>Local Match Amount</b>	\$ 212,688
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$ 1,063,438

<b>Description and Justification</b>
<p><b>Brief Description</b></p> <p>The purpose of this project is to support CMAP’s regional objectives as an MPO by ensuring the City of Chicago’s participation in CMAP’s regional planning and transportation programming processes, including the development of the RTP and the TIP. In addition, CDOT will conduct technical/policy studies and analyses, which will lead to transportation projects and policies, as well as information for various audiences (including other government agencies, elected officials, stakeholder organizations, and the public). Work on these tasks facilitates the full and effective participation of the City of Chicago in the regional planning process.</p>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Technical studies and analysis</li> <li>2. TIP development, monitoring, and active program management</li> <li>3. STP — program development</li> <li>4. Planning coordination/liaison <ul style="list-style-type: none"> <li>• Participation in the implementation of ON TO 2050 and the plan update process</li> <li>• Participation in various CMAP committees</li> <li>• Development/implementation of applications for planning funds</li> </ul> </li> <li>5. Procurement or maintenance of computer hardware/software necessary to maintain the city’s transportation planning activities</li> </ol> <p><i>Note: Additional detail is provided in the accompanying addendum.</i></p>
<p><b>Core Justification</b> (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p>

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<ul style="list-style-type: none"> <li>TIP: Develop, maintain, and monitor a fiscally constrained surface transportation capital improvement program that meets required standards and deadlines.</li> <li>Plan implementation: Contribute to the implementation of goals and objectives of the region's long-range, comprehensive plan, ON TO 2050, by developing and representing the City of Chicago's transportation plans, projects, and programs within the regional process.</li> <li>UWP: Advance the goals and focus areas of the UWP through the participation of the City of Chicago.</li> <li>Public participation plan: Assure public involvement at the project level.</li> <li>Federal requirements: Federal law requires the participation of the City of Chicago in the MPO planning process</li> </ul>
<p><b>Core Justification</b> (please identify at least one principal of the regional priorities outline in <a href="#">ON TO 2050</a> associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)</p> <p>As CDOT staff and in-house consultants implement the major tasks on an ongoing basis, the task deliverables ensure that this project will address all the regional priorities.</p>
<p><b>Is this project a continuation of previous work? If so, please explain.</b></p> <p>Yes. The project assures continued and ongoing participation from the City of Chicago in the regional planning process and in supporting/implementing the principles, goals, and recommendations set forth in CMAP's ON TO 2050 plan.</p>
<p><b>Who will benefit from the interim or final products of this project?</b></p> <ul style="list-style-type: none"> <li>Other City of Chicago departments/sister agencies and regional transportation agencies</li> <li>Residents, businesses, and institutions within Chicago and northeastern Illinois</li> <li>Visitors from across the region, country, and world</li> </ul>
<p><b>What is the source of funds for the local match portion of this project?</b></p> <p>City funds</p>

Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
Name of Product	Product Type	Completion Date* (Provide actual dates or quarter in which completed)
Planning study/technical analysis reports	Technical (or policy recommendation) memos,	6/30/2024

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	progress reports as needed, plan or report documents	
Development, monitoring, and active program management of the fiscally constrained TIP (CDOT portion), including but not limited to STP, CMAQ, and other fund sources as required/when available	Program applications, back-up documentation, progress reports as needed	6/30/2024
Development, monitoring, and active program management of other planning fund programs, including but not limited to the CMAP LTA program, RTA Community Planning program, and IDOT SPR program	Program applications, back-up documentation, progress reports as needed	6/30/2024
Coordination with government agencies (e.g., CMAP, IDOT, FHWA, FTA, CTA, Metra) and stakeholder organizations	Meeting notes and summary memos as needed	6/30/2024
Coordination with elected officials and the public	Meeting notes and summary memos as needed	6/30/2024

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Planning study/technical analysis reports	Status report per quarter	6/30/2024
Development, monitoring, and active program management of the fiscally constrained TIP (CDOT portion), including but not limited to STP, CMAQ, and other fund sources as required/when available	Status report per quarter	6/30/2024
Development, monitoring, and active program management of other planning fund programs, including but not limited to the CMAP LTA Program, RTA Community Planning Program, and IDOT SPR Program	Status report per quarter	6/30/2024
Coordination with government agencies (e.g., CMAP, IDOT, FHWA, FTA) and stakeholder organizations	Status report per quarter	6/30/2024



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Coordination with elected officials and the public	Status report per quarter	6/30/2024
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**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$295,761
<b>Overhead Cost associated with these activities</b>	\$227,174
<b>Total Person Months</b>	36
<b>Consultant Cost (in-house support for these activities)</b>	\$489,252
<b>Other Costs</b>	\$51,251
<b>Total Program Cost</b>	\$ 1,063,438
<p><b>Please specify the purpose of consultant costs</b></p> <p>CDOT is experiencing increased retirements and staff departures due to larger labor market trends. Passage of the Infrastructure Investment and Jobs Acts (IIJA) has made private sector employment more competitive. CDOT hiring can take a minimum of one year and longer than two years in some cases. Increased labor market competition has made it more likely that top interviewed candidates do not accept when offers are made. Unfilled staff positions reduce CDOT's ability to complete work and makes it difficult for CDOT to effectively use UWP Core funding.</p> <p>To address these challenges, CDOT's FY23 UWP Core IGA included "in-house consultant support staff" as an eligible expenditure for UWP Core. This allows CDOT to quickly to fill gaps in staff capacity while the hiring process is underway. CDOT may also strategically increase overall capacity by adding in-house consultant staff rather than using UWP to defray expenses associated with existing staff. This effective strategic use of in-house consultant services to support UWP Core activities will continue in FY2024.</p>	
<p><b>Please specify the purpose of other costs</b></p> <p>As in previous fiscal years, CDOT is including in the cost of this proposal general line items for travel reimbursement as well as procurement or maintenance of computer hardware/software.</p> <p><u>Additional note regarding staff cost:</u></p>	

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Since FY2014, CDOT's UWP Core IGA has included authorization to cover the full cost (salary, fringe, and indirect costs) of three full-time CDOT employees that support UWP Core functions. This expense continues in this project proposal. For FY2024 this cost is estimated at \$510,200. The estimated breakdown of expenses for these three (3) positions is:

Total salary cost: \$288,500

Total fringe cost: \$151,600

Total indirect cost: \$70,100

### **Addendum to the City of Chicago's application for FY24 UWP Core Funding Proposed FY24 scope of services**

#### **I. Technical studies and analysis**

- a. Determine data needed for various performance-based planning efforts internally and regionally (including the various programming efforts for STP funds) and assist in the collection and analysis of that data.
- b. Carry out planning studies to identify potential transit, highway, bicycle, pedestrian, and other intermodal programs, projects, and policies.
  - i. Develop scope of work, including the estimated project schedule and budget.
  - ii. Collect existing conditions data and create technical memos, alternatives, preferred alternative plan profiles, and/or policy recommendations.
  - iii. Coordinate study deliverables within CDOT and with other public agencies responsible for engineering, implementation, plan review, and/or other issues as needed.
- c. Participate in the scoping and process of other City department or public agency planning projects as needed.
- d. Participate in the preliminary engineering scoping and process of intensive capital project, and during the formulation/implementation of low-cost capital projects.
- e. Develop and process agreements for program funding, planning studies, and/or other transportation programs/projects.
- f. Develop proposals for UWP funding and complete funded studies, including administrative requirements.
- g. Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- h. Review transportation-related legislation, regulations, policies, and subregional/neighborhood plans.

#### **II. Transportation Improvement Program (TIP) development, monitoring, and active program management**

- a. Develop the City's projects for the annual and multi-year components of the TIP.
- b. Provide project status reports and attend regular coordination meetings with CMAP, IDOT, and/or FHWA/FTA staff for regionally significant projects in the TIP.
- c. Participate in the project development and application/selection processes of federal/state fund programs that are included into the TIP. This includes, but is not limited to, the Surface Transportation Program (STP), the Congestion Mitigation and Air





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Quality (CMAQ) Improvement Program, the Transportation Enhancement (TE) Program, the Safe Routes to School (SRTS) Program, and the Highway Safety Improvement Program (HSIP).

- d. Prepare City projects chosen during the selection process of the federal/state fund programs mentioned above for inclusion into the TIP. This includes utilizing the established IDOT Local Project Agreement (LPA) process to facilitate reimbursement, working with the Chicago Office of Budget and Management to secure local match, and adding a project into the City's annual ordinance adopted by City Council.
- e. Document any TIP project scope of work, schedule, and cost changes. Prepare TIP amendments as needed.
- f. Participate in CMAP's ongoing Congestion Management Process.
- g. Monitor the TIP conformity analysis, including the semi-annual conformity amendments based on TIP amendments

### **III. STP — program development**

- a. Working within parameters established by federal, state, and regional regulations, guidance, agreements, and best practices, the program develops and implements the following:
  - i. The City's project selection process and project list for STP funds that adhere to the agreement as adopted by the City of Chicago and the Suburban Council of Mayors. Select projects for submittal to the STP Shared Fund program for funding consideration. Establish performance measures that CDOT will implement (per federal requirements) when monitoring STP projects.
  - ii. A project selection process for the Regional Shared Surface Transportation Competitive Program that adheres to the adopted agreement and is part of a cooperative effort with CMAP, Suburban Council of Mayors, and other members of CMAP's STP Project Selection Committee. Work with CMAP, Suburban Council of Mayors, FHWA, and others to develop/implement an improved performance-based programming of STP funds as required by federal law/rules.
- b. Coordinate with other CDOT divisions, City departments, and elected officials to prioritize project funding needs on an ongoing basis and revise the STP project list as needed, adhering to the established performance measures/federal regulations, City priorities, and funding constraints.
- c. Develop an annual and a multi-year STP project list that is fiscally constrained and realistic in terms of an implementation time frame for inclusion in the TIP. Document any STP project scope of work, schedule, and cost changes. Revise these projects in the TIP as necessary

### **IV. Planning coordination/liaison**

- a. Participate in the implementation of the ON TO 2050 plan and subsequent long-range transportation plan development processes established by CMAP. Coordinate the integration of ON TO 2050 focus areas into City initiatives and projects as appropriate
- b. Committee coverage



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- i. Attend meetings and aid City departments and other agencies as needed to advance/facilitate the City's transportation program into the region's transportation planning and funding process.
- ii. Represent CDOT in various federal, state, and local agency committee meetings. This would include various CMAP committees such as (but not limited to) the CMAP Board, MPO Policy Committee, Coordinating Committee, Transportation Committee, CMAQ Committee, and UWP Committee
- c. Support the development and implementation of applications for planning funds, including but not limited to CMAP's Local Technical Assistance (LTA) program and UWP, RTA's Community Planning program, and IDOT's Statewide Planning and Research (SPR) program.
- d. Coordinate with and aid appropriate City departments, elected officials, and other agencies/stakeholder organizations on the regional transportation planning process as developed by CMAP.
  - i. Maintain sufficient interaction with other City departments to represent other City needs/concerns related to the regional transportation planning process at regional forums and meetings.
- e. Provide information on CMAP activities to appropriate City departments, elected officials, and other agencies/stakeholder organizations.
- f. Keep CMAP, City departments, stakeholder organizations, elected officials, and the public within Chicago informed of various transportation studies, plans, initiatives, and projects on an ongoing basis.
  - i. Adhere to CDOT's established processes for setting up project coordination meetings.
  - ii. Adhere to CDOT's established processes for setting up and informing the public of upcoming public meetings for studies, plans, and projects.
  - iii. Refer to CMAP's Public Participation Plan as needed.

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<b>Project Title</b>	Sub-Regional Transportation Planning, Programming, and Management
<b>Sponsoring Agency</b>	Council of Mayors
<b>Federal Amount Requested</b>	\$1,561,215.33
<b>Local Match Amount</b>	\$390,303.83
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$1,951,519.16

<b>Description and Justification</b>
<p><b>Brief Description</b> (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)</p> <p>To provide for strategic participation by local officials in the region's transportation process as required by the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance. To assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long-Range Transportation Plan, Transportation Improvement Program, and Congestion Management System.</p>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Communication and Public Involvement</li> <li>2. Regional Planning Support and Technical Assistance</li> <li>3. Program Development- Surface Transportation Program</li> <li>4. Program Monitoring and Active Program Management</li> <li>5. Contract and General Administrative Support</li> </ol>
<p><b>Core Justification</b> (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>The Planning Liaison (PL) program provides a direct link between municipalities, counties, CMAP, IDOT and other partner agencies working to accomplish core MPO activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of ON TO 2050, assist with air quality conformity and provide/promote local government involvement in all CMAP activities.</p>

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<p><b>Core Justification</b> (please identify at least one principal of the regional priorities outline in <a href="#">ON TO 2050</a> associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)</p> <p>Leveraging the Transportation System to Promote Inclusive Growth. Planning work toward continual implementation of ON TO 2050 major capital projects, including supportive land use. Local technical assistance and the formation of collaborative planning efforts.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>The PL Program is a continuous program.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>The region's municipalities, counties, and transportation agencies and the constituents of these bodies.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.</p>

<b>Products and Completion Schedule</b> <b>(New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Quarterly Report	Narrative and fund expenditures	Quarterly
Annual Report	Report	Q4
Calendar of Council Meetings	Website Calendar	Ongoing
Council meeting agendas, materials, and minutes	Website and distributed	Ongoing
Council Website/Web Pages	Website	Ongoing

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Council Newsletters and Emails	To Members	Ongoing
Program and funding information for Council members	To Members, Website	Ongoing
Attend CMAP trainings	Meetings	Ongoing
Training opportunity announcements	Meetings	Ongoing
Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information	Memos Internal	Ongoing
Staff recommended active and contingency programs	Report	Q1
Summary of public comments on the local program and responses to those comments	Report	Q2
Approved local STP active and contingency programs and associated TIP amendments	Report	Q2
Local STP program updates	Report	Quarterly
TIP amendments and modifications that ensure complete and updated project information in eTIP	In eTIP database	Ongoing
Complete funding applications for calls for projects issued through the eTIP database	In eTIP database	Ongoing
Project updates for all locally implemented projects utilizing state and/or federal funding	Internal and external reports or spreadsheets	Ongoing

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Regional Planning Support	Number of CMAP Board, CMAP Transportation,	Q1, Q2, Q3, Q4



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	MPO Policy Committee, and Planning Liaison meetings attended quarterly	
Active Program Management of Locally Sponsored Programs	% of TIP changes submitted during open amendments vs. TIP changes submitted between amendments	Q1, Q2, Q3, Q4

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$
<b>Overhead Cost associated with these activities</b>	\$
<b>Total Person Months</b>	<b>192</b>
<b>Consultant Cost</b>	\$
<b>Other Costs</b>	\$
<b>Total Program Cost</b>	\$1,951.519.16
<b>Please specify the purpose of consultant costs</b>	
<b>Please specify the purpose of other costs</b>	

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<b>Project Title</b>	Program Development
<b>Sponsoring Agency</b>	Chicago Transit Authority (CTA)
<b>Federal Amount Requested</b>	\$670,581
<b>Local Match Amount</b>	\$167,645
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$838,226

### Description and Justification

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)

The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in region's transportation planning process including the development of Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.

### Major Tasks (up to 20)

**Develop and coordinate information regarding CTA capital projects for the following:**

1. Annual Report
2. TIP Updates (several times per year)
3. Capital Amendments CTA/RTA Boards (on quarterly basis)
4. FY 2024 – 2028 CIP – CTA Board
5. FY 2024 – 2028 CIP – RTA Board
6. CMAQ annual Report
7. FY 2024-2028 Capital Project Solicitation process which serves two essential functions: to identify CTA capital needs and forming specific projects to be considered the proposed five-year capital plan. Development of project forms and surveys that address project scope/justification, project evaluation based on specific attributes, and a State of Good Repair Analysis.
8. Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP.
9. Identify and analyze potential capital projects for funding eligibility.



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<ol style="list-style-type: none"> <li>10. Develop CTA's capital programs scenarios for inclusion in the five-year regional TIP.</li> <li>11. Maintain 10 year constrain investment plan – program of projects</li> <li>12. Discretionary grant program opportunities. Develop project scope/justification with user experts based on specific funding program criteria, and review/score/select best fit projects.</li> <li>13. Strategic planning and analysis work associated with Capital Improvement Project development.</li> </ol>
<p><b>Core Justification</b> (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)</p> <p>Support for this project allows CTA to continue processes to meet its core MPO responsibilities. The development of Capital program of projects for inclusion in the TIP enables CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer-based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.</p>
<p><b>Core Justification</b> (please identify at least one principal of the regional priorities outline in <a href="#">ON TO 2050</a> associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)</p> <p>Modernization of Public Transportation; Capital investments directed toward safety, State of Good Repair (SOGR), and controlling operational costs.</p> <p>Inclusive Growth - Planning for investments that supports the general goals of advancing racial equity and improving public health and investing in historically disadvantaged communities that are disproportionately burdened with pollution. Investments to place into service zero emission buses on low-income routes that service a minority population in areas that have the highest pollution levels and poorest health indicators in the city, to modernize garages that are in historically disadvantaged areas, and to implement workforce development program that focuses on offering training and employment opportunities to residents in areas surrounding the Red Line Extension project communities benefits underserved and disadvantage communities.</p>
<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, support for this project would be a continuation of previous UWP Core Project funding for CTA for similar work in previous years; the need to develop and update capital programs and coordinate with regional plans are ongoing.</p>



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Who will benefit from the interim or final products of this project?  
Development of CTA's five-year capital program includes projects located throughout CTA's service area. This project will therefore facilitate improvements that will help provide travel options, and thereby provide congestion relief, to the city and region. Current and future CTA customers from all over the region will benefit from improved bus rail service.

What is the source of funds for the local match portion of this project?  
The local match will be provided by CTA's Operating funds.

<b>Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Annual Report	In – House	June 2023
TIP Update	In – House	July 2023
TIP Update	In – House	September 2023
Capital Amendments CTA/RTA Boards	In – House	2023/2024
FY 2023 – 2027 – CTA Board	In – House	11/16/2023

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Project Solicitation	Total request amount - % of request by Asset Type - % of request totals to constrained Capital Program total.	Qtr. 3, 2023.

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

	- Revenue Fleet Vehicle Need: Maintenance/Replacement	
Develop FY 2024-2028 Capital Improvement Program (CIP)	Program scenarios created with emphasis on meeting SOGR/unmet needs. - Project meetings held with Departments - CTA executives review program of projects, President Office approves 5 yr. plan - Projects programmed to sources.	Qtr. 4, 2023
Complete RTA Business Plan - FY 2024-2028 CIP.	-RTA business Plan completed: (1) Transit Asset Management Update; (2) Project Solicitation Analysis; (3) SOGR Analysis; (4) 5 yr. Program of projects to sources; (5) 5 Yr. Plan/ 10 Yr. plan - Project Description and Justification; and (6) Financing Plan.	Qtr. 4, 2023
Present/Approve CTA FY 2024-2028 CIP.	- CTA Budget Book published - Public hearings held - Program of Projects Presented to transit boards: CTA November and RTA December Meetings - Capital Plan programmed into the regional TIP for MPO approval	Qtr. 4, 2023 through Qtr. 1, 2024
CIP Amendments	-Project Description, Justification, Budgets -Amended Program Presented to CTA/RTA Boards - Amended Plan programmed into the TIP for the MPO approval.	Quarterly

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$838,226
<b>Overhead Cost associated with these activities</b>	\$
<b>Total Person Months</b>	<b>78.4</b>
<b>Consultant Cost</b>	\$
<b>Other Costs</b>	\$
<b>Total Program Cost</b>	\$838,226
<b>Please specify the purpose of consultant costs</b> N/A	
<b>Please specify the purpose of other costs</b> N/A	

**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Project Title</b>	Will County 2050 Long Range Transportation Plan
<b>Sponsoring Agency</b>	Will County DOT
<b>Federal Amount Requested</b>	\$322,081
<b>Local Match Amount</b>	\$80,520
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$402,601

<b>Description and Justification</b>
<p><b>Brief Description</b> (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)</p> <p>Since Will County adopted the Will Connects 2040 Long Range Transportation Plan in February 2017, the County has undertaken Countywide Freight and ITS Plans. These plans provide the County, our local agency partners, other agency partners, and our residents information about the County’s priorities for the transportation network.</p> <p>In a county, where seeing a truck once meant a farmer hauling crops or livestock to market, trucks on our roadway network haul any number of goods that could have been shipped from anywhere around the globe. With our access to navigable waterways, railroads, and the interstate system, Will County has been established as a prime location for companies to locate their warehouses and distribution centers.</p> <p>As Will County moves into the future, we see a dichotomy being established between generational farms and the influx of development (residential and warehousing). We need an updated long range transportation plan that accommodates and celebrates all facets of our county from the more urban/suburban north of I-80, through the transitional area in central Will County, to the rural areas in southern Will County.</p>
<p><b>Major Tasks (up to 20)</b></p> <ul style="list-style-type: none"> <li>6. Prepare existing conditions and systems inventory</li> <li>7. Identify relevant stakeholders and engage them throughout the process</li> </ul>

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

8. Create meaningful opportunities for residents, business owners, elected officials, and community organizations to provide their opinions about the County's transportation network.
9. Gather up-to-date demographic and geographic data to assist in planning efforts for both existing and future
10. Identify and evaluate transportation deficiencies and transportation improvements
11. Compile recommendations for strategies and major capital projects into a Draft Plan
12. Prepare an implementation plan
13. Engage regional organizations (CMAP, transit agencies, IDOT, etc.) throughout the process to arrive at informed recommendations and conclusions.
14. Finalize the transportation plan document
15. Adoption of the Long-Range Transportation Plan by the County Board

**Core Justification** (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)

CMAP is responsible for reviewing and approving federally funded transportation projects, making long range transportation planning one of the core responsibilities of CMAP. The CMAP region is large and at this scale the unique needs and challenges of a subregion, such as a county, may be obscured when looking at the region as a whole. Will County's 2050 Plan will continue the work done in CMAP's On To 2050 Plan, but provide a detailed look at the needs, challenges, and opportunities in Will County.

**Core Justification** (please identify at least one principal of the regional priorities outline in [ON TO 2050](#) associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)

Prioritized Investment

Is this project a continuation of previous work? If so, please explain.

The project will build upon previous Will County Long Range Transportation Plans, Will Connects 2040, adopted in 2017 and the Will County 2030 Long Range Transportation Plan, adopted in 2009.

Who will benefit from the interim or final products of this project?

The residents of Will County, local agencies, other partner agencies, such as IDOT and our transit partners will all benefit from an updated long range transportation plan. Additionally, the County will benefit from an updated plan, which will present an updated plan to our partners and other funding agencies.

**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

What is the source of funds for the local match portion of this project?

County funds such as local levied, MFT funds, or the County portion of the RTA tax funds.

<b>Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Public Involvement Plan	Plan	Q1 2024
Develop an Interactive Project Website	Website	Q 2 2024
Existing conditions & deficiency analysis	Technical Memorandum	Q3 2024
Draft Plan development	Plan/Program	Q4 2024
Financial analysis & Implementation Plan development	Technical Memorandum	Q3 2025
Public engagement, outreach, & regional coordination	Meetings, Newsletters, Surveys	Ongoing
Final Plan completion & adoption	Plan/Program	Q1 2026

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Public Involvement Plan	Percent Complete	Q1 2024
Project Website	Website live	Q2 2024
Deficiency Analysis Memo	Percent Complete	Q3 2024
Draft Plan	Percent Complete	Q4 2024



## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

Implementation Plan	Percent Complete	Q3 2025
Final Plan Adoption	County Board Adoption	Q1 2026

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$ 0
<b>Overhead Cost associated with these activities</b>	\$ N/A
<b>Total Person Months</b>	N/A
<b>Consultant Cost</b>	\$ 402,601
<b>Other Costs</b>	\$ 0
<b>Total Program Cost</b>	\$ 402,601
<b>Please specify the purpose of consultant costs</b>	
<b>Please specify the purpose of other costs</b> <ol style="list-style-type: none"> <li>1. Prepare existing conditions and systems inventory</li> <li>2. Identify relevant stakeholders and engage them throughout the process</li> <li>3. Create meaningful opportunities for residents, business owners, elected officials, and community organizations to provide their opinions about the County's transportation network.</li> <li>4. Gather up-to-date demographic and geographic data to assist in planning efforts for both existing and future</li> <li>5. Identify and evaluate transportation deficiencies and transportation improvements</li> <li>6. Compile recommendations for strategies and major capital projects into a Draft Plan</li> <li>7. Prepare an implementation plan</li> <li>8. Engage regional organizations (CMAP, transit agencies, IDOT, etc.) throughout the process to arrive at informed recommendations and conclusions.</li> <li>9. Finalize the transportation plan document</li> </ol>	

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Project Title</b>	Metra's Capital Program, Grant Administration, and Asset Management
<b>Sponsoring Agency</b>	Metra
<b>Federal Amount Requested</b>	\$691,081
<b>Local Match Amount</b>	\$172,770
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	<b>\$863,851</b>

<b>Description and Justification</b>
<p><b>Brief Description</b> (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)</p> <p>Metra's Capital Program, Grant Administration, and Asset Management project supports the development of the capital program, implementation of Metra's Transit Asset Management (TAM) Plan, and the administration of grants for transportation infrastructure improvements. Metra is a division of the Regional Transit Authority (RTA) and Metra staff are responsible for conducting transportation planning, data modeling, and policy implementation as it pertains to the region's commuter rail transit. All major tasks and activities listed within this proposal are necessary to Metra's capital program development and asset management activities.</p> <p>The project supports CMAP objectives, including conducting regional transportation planning, maintaining the Transportation Improvement Plan (TIP), maintaining data models for transit asset management, and implementing policies as required by various federal legislation, regulations, and rules. Metra's project will increase in scope by state fiscal year 2024 due primarily to the recent increases to the state and federal capital funding levels and to continue the implementation of the TAM Plan, which includes the continued development of Metra's Enterprise Asset Management (EAM) system.</p>
<p><b>Major Tasks (up to 20)</b></p> <ol style="list-style-type: none"> <li>1. Administer the internal Call for Capital Projects.</li> <li>2. Conduct the Investment Prioritization process for all requested capital projects.</li> <li>3. RTA Budget Call documentation.</li> <li>4. Develop 1-Year and 5-Year Capital Programs.</li> <li>5. Capital Program Amendments Metra and RTA.</li> </ol>





## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

6. Capital Program Data Modeling in a Geographical Information System (GIS) application.
7. Develop and submit Discretionary Grant Applications to capture new capital funding.
8. Discretionary Grant Applications administration and reporting.
9. Transportation Improvement Plan (TIP) updates.
10. Prepare and submit capital grant funding applications.
11. Prepare monthly budget and expenditure reports to track projects.
12. Implement Transit Asset Management (TAM) Plan.
13. Complete required National Transit Database (NTD) reporting.
14. SOGR Data Modeling to include in COST Tool.
15. Initiate data models in Enterprise Asset Management (EAM) system.
16. Develop business processes to maintain asset data and EAM implementation methods.

**Core Justification** *(How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)*

Metra and other transportation operators must maintain the TIP and must assist in the development of long-range transportation plan. The Project will support the staffing levels necessary to ensure the historic amount of transportation funding is properly administered and that the region complies with federal requirements for the region's UWP as it pertains to the operation of commuter rail transit. Metra updated the agency's TAM Plan in 2022 and is currently implementing various elements of the plan including the EAM system. Developing the EAM system will allow Metra to prioritize capital projects and to maintain the long-range Transportation Plan and the TIP.

**Core Justification** *(please identify at least one principal of the regional priorities outline in [ON TO 2050](#) associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)*

**Prioritize Investment:** The Project supports the Metra staff that analyzes capital outlays, state of good repair backlog, and investment needs to ensure Metra can continue to operate safe, affordable, and reliable transit service across between downtown Chicago and the extents of the CMAP region. Metra provides a critical service that supports livable communities, drives economic investment, and significantly reduces greenhouse gas emissions and harmful pollution by providing reliable, affordable, and environmentally friendly transportation. Metra is investing in technologies that will reduce harmful emissions and control operating costs. These efforts benefit the entire northeastern Illinois region.

The Capital Program Development and Asset Management project also promotes CMAP's ONTO 2050 *Resilience* Principal. Ensuring Metra's asset management and capital staff are funded empowers Metra to identify assets that need improvements to resist increased weather events and are a reliable transit option in the fight against increased vehicle emissions. Capital Program Development and Asset Management helps strengthen Metra's capacity to identify further funding for implementing resilient infrastructure.

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

### Is this project a continuation of previous work? If so, please explain.

This is the continuation of UWP Core Project Funding awarded in previous years. The asset management work is expanded because of regional priorities.

### Who will benefit from the interim or final products of this project?

This project benefits commuters in the City of Chicago and the six-county region. The 5-year program has projects that provide travel options, improved stations, and new rolling stock throughout the entire service area. Current and future riders will benefit.

### What is the source of funds for the local match portion of this project?

Metra funds.

<b>Products and Completion Schedule</b> (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date*</b> <i>(Provide actual dates or quarter in which completed)</i>
<b>2. Investment Prioritization</b>	Conduct the annual Investment Prioritization process; develop 2024 scores and list of prioritized investments (TAM Plan appendix)	Q1 – July 2023
<b>10. Grant Applications</b>	Submit capital grant agreements and/or applications to the FTA for federal formula funds (not including discretionary grants)	Q1 – Sept. 2023
<b>3. RTA Budget Call Documentation</b>	Complete 2024 Budget Call documentation, including Exhibits G, H, and other sections	Q2 – Oct. 2023
<b>4. Develop 1-Year and 5-Year Capital Programs</b>	Meet w/ SMEs and User Groups Finalize; Propose Program as Final Marks become available; Conduct Investment Prioritization process; Confer with project review team	Q2 – Nov. 2023
<b>5. Capital Program Amendments</b>	Prepare amendment packages for Metra Board as needed; Complete RTA Quarterly Amendment documentation; update capital program data used for TIP updates	Quarterly (as needed)
<b>6. Data Modeling: GIS</b>	Develop/update data model used in GIS to reflect the current capital program	Q3 – Feb. 2024

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>9. TIP Updates</b>	Update regional TIP with Metra's 2024 Capital Program; submit TIP updates following each Capital Program Amendment	Q3 – Feb. 2024 (Quarterly, as needed)
<b>10. Grant Applications</b>	Submit capital grant agreements and/or applications to IDOT for PAYGO funds (not including discretionary grants)	Q3 – Feb. 2024
<b>1. Call for Capital Projects</b>	Initiate annual call for capital projects to solicit internal project requests for the 2024 and 2025-2028 Capital Programs; manage intake of hundreds of Capital Project Request Forms	Q3 – March 2024
<b>13. National Transit Database (NTD) Reporting</b>	Complete NTD reporting by April using current data; rectify quality issues; complete NTD reporting close out process (typically June)	Q4 – April 2024
<b>14. SOGR Data Modeling: COST Tool</b>	Conduct cyclical asset condition assessments; align with updated NTD data; Add/update current data; model SOGR backlog	Q4 – June 2024
<b>7. Discretionary Grant Applications</b>	Develop and submit discretionary grant applications to capture additional capital funds to implement items included in the TIP and broader transportation plan	When appropriate
<b>8. Discretionary Grant Administration and Reporting</b>	Administer discretionary grants; review expenditures; produce and submit reports to grantors as needed	As needed
<b>10. Grant Applications</b>	Submit capital grant agreements and/or applications to grantors (not including discretionary grants)	As needed
<b>11. Capital Budget and Expenditure Reports</b>	Update budget and expenditure data; Prepare monthly capital expenditure reports; Distribute to Metra managers and outside entities as needed (FTA, IDOT, RTA)	Monthly
<b>12. Implement TAM Plan</b>	Continue to implement the TAM Plan to comply with federal requirements related to transportation planning	Ongoing
<b>15. Data Model: EAM</b>	Complete and submit applications when eligible and competitive.	When appropriate
<b>16. EAM Business Processes</b>	Develop business processes to maintain asset data models; implement new processes to support NTD, COST, and EAM data models	Ongoing

**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Performance Measure Completion Schedule</b> (New Quarterly Reporting Requirement under BOBs 2832)		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date*</b> <i>(Provide actual dates or quarter in which completed)</i>
<b>A. RTA 2024 Budget Call Documentation</b>	Completion and approval of work	Q2 – Oct. 2023
<b>B. Capital Program Approval</b>	Metra and RTA Board approvals	Q2 – Dec. 2023
<b>C. TIP Updates</b>	Completion and approval of TIP updates, which will capture capital program amendments	Q1, Q2, Q3, +/-or Q4 (as needed)
<b>D. Data Model: SOGR (NTD and COST Tool)</b>	Completion and distribution of data modeling to CMAP, RTA, and IDOT	Q4 – June 2024

*\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.*

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$863,851
<b>Overhead Cost associated with these activities</b>	\$0
<b>Total Person Months</b>	204
<b>Consultant Cost</b>	\$0
<b>Other Costs</b>	\$0
<b>Total Program Cost</b>	<b>\$863,851</b>
<b>Please specify the purpose of consultant costs</b>	
Consultant costs are not included in this UWP Core Project proposal.	
<b>Please specify the purpose of other costs</b>	
Other costs are not included in this UWP Core Project proposal	

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Project Title</b>	Capital Program Development and Asset Management
<b>Sponsoring Agency</b>	Pace Suburban Bus
<b>Federal Amount Requested</b>	\$123,000
<b>Local Match Amount</b>	\$30,750
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$153,750

### Description and Justification

**Brief Description** (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)

This project supports Pace in its strategic efforts to plan, develop and implement a fiscally constrained Pace Bus Capital Improvement Program and a Transit Assessment Management Plan for Northeastern Illinois.

### Major Tasks (up to 20)

1. Enhance as needed Pace's prioritization and selection criteria for capital projects to be included in the Pace and regional Five-Year Capital Program.
2. Develop the preliminary and the final Pace Five-Year 2024-2028 Capital Program.
3. Update the RTA Strategic Asset Management (SAM) Capital Optimization Support Tool (COST) model to help determine the regional State of Good Repair (SOGR) needs backlog & funding requirements.
4. Updates to the Transit Asset Management (TAM) Plan with current data and as necessary.
5. Conduct Physical Facility Conditions Assessment to produce an annual report as input to the NTD RY2023 A-90 TAM Performance Measure Targets Form and to inform the Pace Capital Budget Process.
6. Prepare and submit documentation for RTA's 2024 Budget Call.
7. Present the Pace Five-Year 2024-2028 Capital Program to the CMAP Transportation Committee.
8. Update the TIP to reflect the Pace Five-Year 2024-2028 Capital Program and any subsequent amendments.



## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

9. Develop and submit application for PAYGO Funds.
10. Develop and submit application for federal formula funds.
11. Prepare and submit Quarterly Grant Amendments to RTA.
12. Research and prepare applications for discretionary funding.
13. Prepare and submit the annual National Transit Database (NTD) Asset Inventory Module (AIM) Forms, set Performance Measure Targets, and produce a Narrative Report on changes in the status of Pace asset inventory condition.
14. Prepare required annual reporting for grants/projects included in the TIP/Five-Year Capital Program.
15. Prepare required quarterly reporting for grants/projects included in the TIP/Five-Year Capital Program.
16. Prepare required monthly reporting for grants/projects included in the TIP/Five-Year Capital Program.
17. Prepare cash flow projections for grants/projects included in the TIP/Five-Year Capital Program.
18. Prepare grants and projects analyses to determine necessary amendments to the Five-Year Capital Program/TIP and TIP.
19. Conduct Pace's internal Budget Call process for the 2025-2029 Five-Year Capital Budget including preparing forms, distribution, information gathering, and analysis.

**Core Justification** (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)

Yes, Pace is responsible for developing the Capital and Operating plan to deliver transportation services to the Northeastern Illinois service area. Pace participates in core activities including transportation planning, public involvement, and the Transportation Improvement Plan (TIP).

**Core Justification** (please identify at least one principal of the regional priorities outlined in [ON TO 2050](#) associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)

**Inclusive Growth:**

Participation in the development of the Transportation Improvement Plan (TIP) and ongoing oversight and management of programs/projects supporting the TIP initiatives creates a stronger more equitable transportation system for the Chicago Metropolitan area.

**Resilience:**

Modernization of public transportation systems creates more resilient communities. Pace's capital investment ensures safety, reliability, State of Good Repair, and operating cost efficiencies. This improves the implementation and delivery of critical regional mobility options.

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

<p>Is this project a continuation of previous work? If so, please explain.</p> <p>Yes, Pace received funding for TIP development and management in previous years. Pace would like to continue to participate in regional planning and coordination to modernize and enhance the public transit network to ensure safety, reliability, State of Good Repair, and economic efficiency.</p>
<p>Who will benefit from the interim or final products of this project?</p> <p>Pace provides safe, reliable, and affordable transportation services in over 300 suburban communities. Pace's services positively impact families, schools, businesses, medical facilities, etc., in these communities. Accordingly, Pace is one of the many key contributors to the thriving economy of Northeastern Illinois.</p>
<p>What is the source of funds for the local match portion of this project?</p> <p>Pace Suburban Bus operating funds.</p>

<b>Products and Completion Schedule</b> <b>(New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Update project prioritization and selection criteria	Develop project prioritization and selection criteria to ensure alignment with RTA and IDOT new requirements	June 2024
Internal Call for Projects	Project requests/updates received from user departments	June 2024
Develop preliminary Five-Year Capital Program	Develop preliminary Five-Year Capital Program based on preliminary marks and budget call requests.	October 2023
RTA COST model	Update current data	Ongoing
Transit Asset Management Plan	Update current data	October 2023

**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

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Five-Year Capital Program submitted approved by RTA	Finalize based on new and updated information and final prioritization and selection of priority projects	November 2023
TIP Updates	Update TIP data based on final Five-Year Capital Program and amendments	Ongoing
PAYGO Funding	Prepare and submit PAYGO application and grant agreement to RTA	March 2024
FTA federal formula funding awards	Prepare applications and execute grant agreements	September 2023
Discretionary Grants	Apply and execute grant awards	Ongoing
National Transit Database (NTD) RY2023 Reporting	Complete NTD reporting based concurrent data	May 2024
Funding/Project Reporting	Complete reports as required by FTA, RTA, IDOT and other funding agencies	Monthly, Quarterly, and as required
Cash Flow Projects	Complete cash flow projects as required by RTA and IDOT	Quarterly

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Update Pace projects in the e-TIP	TIP database	Quarterly
Pace Budget Document Development	Proposed and Final Budget Books Released	October-November 2023
RTA Capital Budget Submittal Development	RTA Capital Budget Submittal Development project exhibits and TAM Plan updates	October-November 2023
Pace Capital Budget Call and Program Development	Internal Budget Call Memo, Project Request Forms and Project Scoring	July 2024

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**



**FY 2024 Unified Work Program (UWP)  
for Northeastern Illinois**

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$153,750
<b>Overhead Cost associated with these activities</b>	\$0
<b>Total Person Months</b>	<b>24</b>
<b>Consultant Cost</b>	\$0
<b>Other Costs</b>	\$0
<b>Total Program Cost</b>	\$153,750
<b>Please specify the purpose of consultant costs</b> NA	
<b>Please specify the purpose of other costs</b> NA	

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

<b>Project Title</b>	Pace's Shared Mobility Program
<b>Sponsoring Agency</b>	Pace Suburban Bus
<b>Federal Amount Requested</b>	\$230,400
<b>Local Match Amount</b>	\$57,600
<b>Total Project Cost</b> (Local Match Amount must be at least 20% of Total Project Cost)	\$288,000

<b>Description and Justification</b>
<p><b>Brief Description</b> (please provide information so that all relevant Committee, CMAP/MPO Policy Board members, and the public are able to understand the general scope and goals of the project. This information will showcase your project in future documentation, including the UWP Document)</p> <p>To assist CMAP with meeting the goals of ON TO 2050, the Pace RideShare Program proposes a project that will focus on Northeastern Illinois workers with regular and hybrid work schedules including those commuting to work from <a href="#">economically disconnected areas</a>. Pace will also continue rideshare education, customer service, and administration of the rideshare program while improving the user's online, administrative and commute experience. Outreach will leverage <a href="#">regional research</a> and highlight affordability compared to solo driving and offer a boost to carpoolers. Campaigns and communications will include updated features of the Pace Vanpool Program, transit benefits and a free participation opportunity for Pace Vanpool drivers. In summary, this grant request is for funding the creation and execution of a marketing plan, purchase of marketing content/creatives which could include road signs, media buys, incentives/giveaways, outreach event costs, and the staff time to oversee the existing rideshare program and new enhancements, collect customer feedback, partner regionally, and support marketing efforts and Pace Vanpool Program improvements.</p>
<b>Major Tasks (up to 20)</b>
<p>The tasks reflect adopted commitments from <a href="#">Pace's vision plan, Driving Innovation</a>, and CMAP's regional plan, <a href="#">ON TO 2050</a>:</p> <ol style="list-style-type: none"> <li>1. Create and execute a marketing plan that targets potential rideshare commuters, especially those with long commutes to employment. This task could include researching the appropriate target audiences, editing, and approving SOWs, creative asset</li> </ol>

## FY 2024 Unified Work Program (UWP) for Northeastern Illinois

State Fiscal Year (July 1, 2023 – June 30, 2024)

development, giveaways/incentives, events, and other tactics related to the media plan launch, execution, and assessment.

2. Improve the user's online, administrative and commute experience based on feedback gleaned while providing customer service, outreach, program administration and partnerships. The task could include developing a customer survey, organizing a focus group, social media interactions, working with a web developer/marketing firm to enhance the ride matching tool and related webpages. Plus, refining the Pace Vanpool customer experience as needed.
3. Explore the costs and coordination involved with updating rideshare signs posted along highways, tollways, and arterials throughout the region. There are a total of 684 signs that contain Share the Drive logo and text rather than referencing the Pace Rideshare Program brand and website. Refresh tasks include creating an implementation plan, confirming sign location, sign design development, production, and installation as well as coordination with transportation partners. If feasible, implementation of a portion of the signs could begin.

**Core Justification** (How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?)

Pace brings together two rideshare resources: online ride matching and the Pace Vanpool Program. The union of these two commuter resources allows Pace to launch new vanpools from carpools and retain rideshare commuters when groups reduce in size. As the Regional Rideshare Administrator, Pace RideShare offers the only Northeastern Illinois one-stop-shop rideshare resource for employees heading to work where they can connect and learn about available shared ride options (public transportation, Pace Vanpooling, Van-Go, regular and one-time carpooling). The Pace Vanpool Program can offer a free service for participating drivers and an affordable commute for riders.

Pace RideShare promotional efforts will target three commuter markets and focus on long work commutes originating from [economically disconnected areas](#) profiled by CMAP.

Three key markets:

1. Solo drivers - About 67% of commuters drive alone in the CMAP region and many employees are facing growing barriers with getting to work. Car ownership costs have risen because of abnormally high gas prices, increased car insurance premiums and tight supply in the new-vehicle market steering many buyers to the used car market. Unfortunately, the used vehicle prices are also daunting with a limited supply of used vehicles paired with high demand. In many cases, the used car prices are more than the manufacturer's suggested retail price. Prices are not expected to drop in 2023 as tight supplies will continue to hold prices high.
2. Commuters without a transit or ride-hailing option - The rideshare program will continue to support employment equity in the region by assisting commuters who are unable to use public transportation (it is not available, only provides a one-way commute, or the



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commute is 2+ hours to the destination) and those who find ride-hailing services too expensive for regular use.

3. Carpoolers - Around 11% of workers with incomes of \$24,999 or lower are carpooling and could benefit from additional savings offered through the Pace Vanpool Program. Using PaceRideShare.com and switching to vanpooling, carpoolers could enjoy reliable vans, insurance coverage, roadside assistance, and other cost-saving resources.

**Core Justification** (please identify at least one principal of the regional priorities outlined in [ON TO 2050](#) associated with this project and/or the required MPO activities. If there is more than one, please list the main principal first.)

The project proposal supports two of ON TO 2050 principles:

- Promote **inclusive growth** by improving mobility options that spur economic opportunity for low-income communities, people of color, and people with disabilities
- Prioritize **investment of limited resources** to efficiently maintain existing infrastructure while securing new revenues for needed enhancements.

The proposed activities respond to two core program priorities:

- **Modernization of the Public Transit System** – making transportation more competitive
- **Harnessing Technology to Improve Travel and Anticipate Future Impacts** - existing technologies can improve the performance of the transportation network.

### Inclusive growth

Pace Rideshare offers an affordable, public, and reliable commute option to work. Paired with the 30-year-old Pace Vanpool Program, Pace provides a consistent and time-tested rideshare service, at a time when car ownership and private sector TNCs are too expensive for daily use.

The trusted Pace brand is a valuable regional asset to offer especially to residents who experience disparities in employment, health, education, and income and endure long commutes to work since there are limited jobs within their community. With transportation being the second largest household expense, Pace Rideshare participants can cut their transportation costs and invest in a better quality of life while helping to fuel the economy.

### Prioritized Investment

Pace Rideshare knows that incorporating customer data into the design of rideshare service and marketing efforts will result in a higher return on investment. In the past, a combination of regional studies and surveys helped with keeping a pulse on demand. However, regional changes spurred by the pandemic have made historical origin – destination data outdated. These travel patterns may describe the essential workers commute but many commuters have transitioned to telework and hybrid schedules. Utilizing “real time” commuter data gathered through PaceRideShare.com in combination with regional studies, has been insightful during the pandemic. Continuous data analytics of the rideshare platform helps to improve customer service, manage rideshare groups and optimize operations. This method aids with focusing



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limited public resources where demand is concentrated. Encouraging commuters to register on one platform provides rideshare data that highlights demand, aids with service design, assists with measuring the success of marketing efforts and allows for a “real-time” response to the ever-changing transportation needs of regional motorists.

### Harnessing Technology to Improve Travel and Anticipate Future Impacts

Pace Rideshare aims to offer convenience and value to commuters by integrating online resources and administration into the rideshare experience. Knowing that commuters are using their smartphones more and more, Pace Rideshare has moved to a self-service style providing online ways to learn about rideshare options, connect with other commuters, attract additional participants to join groups, and more. Online enhancements made in the last few years have improved the performance of the platform. Pace will continue refining PaceRideShare.com based on customer needs and as technology in the transportation industry improves.

Is this project a continuation of previous work? If so, please explain.

The proposed project assures the continuation of work completed over the years. All three proposed major tasks support enhancing a regional rideshare program that launched in 2003 under sharethedrive.org and eventually designated for Pace to administer in 2006. Improving the user’s experience through customer service, outreach, marketing and administering the program as well as targeting key low-income neighborhoods and updating rideshare informational sign are supportive of the principals, goals and recommendations set forth in the ON TO 2050 Plan and build on prior investments.

Who will benefit from the interim or final products of this project?

This project will support many stakeholders in our region:

- Northeastern Illinois workers can benefit from an affordable and dependable rideshare option that save money and makes jobs accessible. Note that Pace Vanpool drivers have the potential to commute to work for FREE. Other participants can save money by becoming a Pace Vanpool backup driver, reducing car ownership costs, utilizing an employer transit benefit, and traveling in larger rideshare groups.
- Municipalities, Illinois residents and visitors will benefit from improved flow of traffic and clean air enhancing the quality of life and economic health in the region.
- TMAs and employers will benefit from reduced parking lot costs and increased job accessibility as well as companies that offer the transit benefit will reduce payroll tax and offer employees an affordable pay increase.
- The regional economy will grow as rideshare participants shift their transportation expenses to investing in a better quality of life.

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What is the source of funds for the local match portion of this project?  
Pace Suburban Bus operating funds.

<b>Products and Completion Schedule (New Quarterly Reporting Requirement under Bureau of Business Services (BOBs 2832))</b>		
<b>Name of Product</b>	<b>Product Type</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>
Marketing strategic plan Campaign creative and copy	In-house	1 <sup>st</sup> Quarter
Media buys Educational events to build support and awareness	Outside distribution	2 <sup>nd</sup> Quarter
Demand data analyses report Survey questions Program enhancement recommendation memo	In-house	Ongoing
FY24 Quarterly Reports	Plan/Program	Ongoing
Updated database modules	Outside distribution	Ongoing
Marketing assessment report	Plan/Program	2 <sup>nd</sup> Quarter
Rideshare information sign design and production (if feasible)	In-house	4 <sup>th</sup> Quarter
Rideshare sign installation plan (if feasible)	In-house	4 <sup>th</sup> Quarter

<b>Performance Measure Completion Schedule (New Quarterly Reporting Requirement under BOBs 2832)</b>		
<b>Name of Performance Measure</b>	<b>Quantitative Method of Tracking Progress</b>	<b>Completion Date* (Provide actual dates or quarter in which completed)</b>



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Educational events	Attendee count Website activity Number of online new and returning visitors	2 <sup>nd</sup> Quarter
Road sign refresh	Number of road signs fabricated Number of road signs installed	4 <sup>th</sup> Quarter
Landing page traffic	Page views Number of users Session Duration Total impressions and clicks	4 <sup>th</sup> Quarter
Solo driving shift to transit, vanpool, or carpool	FHWA's TDM Return on Investment Calculator Total daily vehicle trips reduced Total daily VMT reduced Emission impact measures	4 <sup>th</sup> Quarter

**\*Updates on Performance Measures listed should be provided within the Quarterly Report narrative provided to CMAP.**

<b>Expense Breakdown</b>	
<b>Staff Cost associated with these activities</b>	\$48,000
<b>Overhead Cost associated with these activities</b>	\$
<b>Total Person Months</b>	<b>12</b>
<b>Consultant Cost</b>	\$
<b>Other Costs</b>	\$240,000
<b>Total Program Cost</b>	\$288,000
<b>Please specify the purpose of consultant costs</b>	
<b>Please specify the purpose of other costs</b> <ul style="list-style-type: none"> <li>Digital campaign - \$110,000</li> <li>Events in the six-county region- \$120,000</li> <li>Road sign refresh - \$10,000</li> </ul>	



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

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

### **CMAP**

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

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

The match is provided by local government funds.

### **City of Chicago**

The match is provided by local government funds and other planning-related payroll expenses.

### **Counties**

The match is provided by local government funds.

### **Councils of Mayors**

All recipients provide the match either through provision of office space and other overhead services (e.g., utilities; secretarial, receptionist, and janitorial services; telephones; and equipment), or through 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CMAP's Title VI program is on its website at <https://www.cmap.illinois.gov/contact/title-vi>. The program was adopted by the CMAP Board and MPO Policy Committee in June 2014.

The certification review of CMAP completed by FHWA and FTA in 2018 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 updated in May 2019 and is available on the CMAP website.

The CMAP [Public Participation Plan](#) prioritizes meaningful and inclusive public participation in the agency's processes to produce regional plans, such as ON TO 2050; a Transportation Improvement Program (TIP); and local plans through CMAP's Local Technical Assistance program that reflect the values and priorities of the people who live and work in the region. CMAP strives to inclusively identify, engage, and sustain relationships with residents in communities affected by regional planning and to provide all stakeholders reasonable opportunities to be involved in the planning processes. The Public Participation Plan guides CMAP's proactive engagement of the region's residents and constituencies, and outlines strategies for broadening and deepening the agency's engagement of residents in economically disconnected areas. CMAP's public engagement relies upon an extensive network and contact database, a rigorous committee structure that reflects the region's communities, accessible public meetings, comprehensive public information functions (website, email, social media), and a range of public engagement tools to involve stakeholders.

[Weekly Update](#) newsletters are available online and emailed every Friday to 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 2019, and its accessibility policies ensure access to the agency's meetings and planning processes. CMAP provides translation assistance to people with limited English proficiency and document translation as needed.

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



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- d. Transportation Committee: 25 non-minority, 4 minority
- e. CMAQ Project Selection Committee: 7 non-minority

CMAQ'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 person months required for the completion of the work. The table below summarizes these figures by recipient agency and translates them into person years. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

<u>Agency</u>	<u>Person months</u>	<u>Person years</u>
CMAP	1,494	121.0
CDOT	36	8.0
Metra	204	6.3
CTA	78.4	6.5
Pace	36	3.0
Council of Mayors	192	16.0
RTA	0	0
Will County	N/A	N/A

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**Appendix D: Audit requirements**

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

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## Appendix E: Acronym list

<b>ADA</b>	Americans with Disabilities Act of 1990
<b>AA</b>	Alternatives analysis
<b>ADT</b>	Average daily traffic
<b>APA</b>	American Planning Association
<b>APTA</b>	American Public Transit Association
<b>ART</b>	Arterial Rapid Transit
<b>ASC</b>	Adaptive Signal Control
<b>BACOG</b>	Barrington Area Council of Governments
<b>BLRS</b>	Bureau of Local Roads and Streets (Illinois Department of Transportation)
<b>BRC</b>	Belt Railway Company
<b>BNSF</b>	Burlington Northern Santa Fe (Class I railroad)
<b>BRT</b>	Bus rapid transit
<b>CAAP</b>	Chicago Central Area Action Plan
<b>CAC</b>	Citizens' Advisory Committee
<b>CBD</b>	Central business district
<b>CED</b>	Center for Economic Development
<b>CDOT</b>	Chicago Department of Transportation
<b>CMAF</b>	Chicago Metropolitan Agency for Planning
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement program: a funding program begun in ISTEA, continuing through FAST
<b>CMP</b>	Congestion Management Process
<b>CMS</b>	Congestion Management System
<b>CN</b>	Canadian National Railway (Class I railroad)
<b>COD</b>	Cargo-oriented development
<b>CREATE</b>	Chicago Region Environmental and Transportation Efficiency program: the Chicago rail efficiency improvement program
<b>CREOP</b>	Chicago Rail Economic Opportunities Plan
<b>CRL</b>	Chicago Rail Link
<b>CRS</b>	Condition rating survey
<b>CSXT</b>	CSX Transportation (Class I railroad)
<b>CTA</b>	Chicago Transit Authority
<b>CUS</b>	Chicago Union Station
<b>DCD</b>	Department of Community Development
<b>DEIS</b>	Draft environmental impact statement
<b>DMMC</b>	DuPage Mayors and Managers Conference
<b>DOT</b>	(United States) Department of Transportation
<b>DPD</b>	(City of Chicago) Department of Planning and Development
<b>EA</b>	Environmental assessment

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<b>EDC</b>	Every Day Counts Program
<b>EECBG</b>	Energy Efficiency and Conservation Block Grant program
<b>EIS</b>	Environmental impact statement
<b>EMME/4</b>	Transportation modeling package used as CMAP's travel demand model
<b>EPA</b>	(United States) Environmental Protection Agency
<b>ETL</b>	Extract transfer load
<b>FAA</b>	Federal Aviation Administration
<b>FAST</b>	Fixing America's Surface Transportation Act: the transportation authorization succeeding MAP-1, signed into law December 4, 2015
<b>FFY</b>	Federal fiscal year (October 1–September 30)
<b>FHWA</b>	Federal Highway Administration
<b>FONSI</b>	Finding of no significant impact
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Full-time employee
<b>FY</b>	Fiscal year
<b>GIS</b>	Geographic information system: generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze, and display such data in either a graphic or textual format
<b>HOT</b>	High-occupancy toll
<b>HPP</b>	High-priority project
<b>HRT</b>	Heavy rail transit
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>IDOT</b>	Illinois Department of Transportation
<b>IDOT/DPIT</b>	Illinois Department of Transportation/Division of Public & Intermodal Transportation
<b>IEPA</b>	Illinois Environmental Protection Agency
<b>IHB</b>	Indiana Harbor Belt Railroad
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>IPAs</b>	Individual project agreements
<b>ISTHA</b>	Illinois State Toll Highway Authority
<b>ITEP</b>	Illinois Transportation Enhancement Program
<b>ITS</b>	Intelligent Transportation Systems — formerly IVHS, Intelligent Vehicle/Highway Systems
<b>KKCOM</b>	Kane Kendall Council of Mayors
<b>LCML</b>	Lake County Municipal League
<b>LPA</b>	Locally Preferred Alternative
<b>LTA</b>	Local Technical Assistance program
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century: the Federal transportation authorization for FFY 2013-2014





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<b>MCCG</b>	McHenry Council of Governments
<b>MCCOM</b>	McHenry County Council of Mayors
<b>MOVES</b>	Motor Vehicle Emissions Simulator; CMAP uses the most current version, MOVES2014a
<b>MPO</b>	Metropolitan planning organization
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NEPA</b>	National Environmental Policy Act
<b>NICTD</b>	Northern Indiana Commuter Transportation District
<b>NIRPC</b>	Northwestern Indiana Regional Planning Commission: the comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter, and LaPorte
<b>NO<sub>x</sub></b>	Nitrogen oxides: precursors to ground-level ozone and fine particulate matter
<b>NS</b>	Norfolk Southern (Class I railroad)
<b>NTD</b>	National Transit Database
<b>NWMC</b>	Northwest Municipal Conference
<b>OEMC</b>	Office of Emergency Management and Communications
<b>PM<sub>2.5</sub></b>	Particulate matter (particulates and liquid droplets suspended in the air) 2.5 micrometers in diameter or less
<b>PPP</b>	Public-private partnership
<b>RGTP</b>	Regional Green Transit Plan
<b>RTA</b>	Regional Transportation Authority
<b>RTOC</b>	Regional Transportation Operations Coalition
<b>RTP</b>	Regional Transportation Plan: the region's long-range transportation plan
<b>RTSTEP</b>	Regional Transportation Simulation Tool for Evacuation Planning
<b>SCM</b>	Southwest Conference of Mayors
<b>SEWRPC</b>	Southeastern Wisconsin Regional Planning Commission: the comprehensive planning agency and MPO for the southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha
<b>SGR</b>	State of good repair
<b>SIP</b>	State Implementation Plan: statewide plan for achieving national ambient air quality standards
<b>SSMMA</b>	South Suburban Mayors and Managers Association
<b>STBG</b>	Surface Transportation Block Grant program: one of the funding programs in the federal transportation authorization
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TAP</b>	Transportation Alternatives Program
<b>TDM</b>	Transportation Demand Management: strategies to relieve congestion without adding capacity



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<b>TERM</b>	Transit Economic Requirements Model
<b>TIF</b>	Tax increment financing
<b>TIP</b>	Transportation Improvement Program: the region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance, and other non-federally funded projects
<b>TMA</b>	Transportation Management Association: public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules
<b>TMC</b>	Traffic Management Center
<b>TOD</b>	Transit-oriented development: land use planning and development that supports the use of transit services
<b>TSM</b>	Transportation system management
<b>ULI</b>	Urban Land Institute
<b>UP</b>	Union Pacific (Class I railroad)
<b>UWP</b>	Unified Work Program
<b>VMT</b>	Vehicle miles traveled
<b>VOC</b>	Volatile organic compounds; precursors to ground-level ozone
<b>WCGL</b>	Will County Governmental League
<b>WCMC</b>	West Central Municipal Conference

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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>	Complex Intersections Framework Plan Little Village 31 <sup>st</sup> Street Corridor Study Southwest Industrial Corridor Transportation Planning Support Services Chicago River Edge Access Study Feasibility/Implementation Plan for Access Improvements to South Branch Parks/Neighborhoods Vision Zero Northwest Side Vision Zero South Side CREATE Program Planning Support Railroad-Related Planning Support Services Pedway Main Stem Improvement Feasibility Study Kinzie-Fulton Market Metra Station Feasibility (KFMMSF) Support Services Feasibility and Implementation Plan for Access Improvements to South Branch Parks and Neighborhoods Support Services for Research into Emerging Transportation Topics, Techniques, Technologies, and Trade-offs Railroad-Related Support Services Targeted Traffic Safety Behavior Change and Marketing Research
<b>CMAQ</b>	International Port District Master Plan Local Technical Program Support Pavement Management Plans Truck Routing and Community Studies Regional Safety Data Project Equitable Engagement Program Illinois Crash Data Entry
<b>Counties</b>	Will County Electric Vehicle Readiness Plan McHenry County Connection: A Pedestrian, Bicycle, and Trails Master Plan McHenry County Roadside Safety Review McHenry County 2050 Long Range Transportation Plan Willowbrook Corner Transit Service Plan Cook County SW Cook County Trucking Study Cook County Transit Study Forest Preserves of Cook County's Trail System Inventory and Evaluation
<b>CTA</b>	Blue Line Core Capacity Study Red Line Extension Project Development Red Line Extension Transit Supportive Development (TSD) Comprehensive Plan 95 <sup>th</sup> Street Equitable Transit Oriented Development (eTOD) Plan



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	Chicago Lakefront Corridor Alternatives Analysis Bus Priority Zones Bus Vision Study Roadmap for Transit Signal Priority (TSP) South Halsted Bus Corridor Enhancement Project- NEPA & Advanced Design CTA Asset Management System Enhancement
<b>Metra</b>	Boardings and Alightings Counts (timing TBD) Origin and Destination Surveys (timing TBD) Metra's Systemwide on/off Rail Ridership Counts
<b>Pace</b>	Network Revitalization and Systemwide Restructuring Initiative Pace ADA Paratransit Service and Vanpool Service CSI Survey I-290 Express Bus Market Feasibility Study
<b>RTA</b>	Community Planning Program Next Steps for Performance-Based Capital Allocations Adoption and Implementation of <i>Transit is the Answer</i> , the 2023 Regional Transit Strategic Plan RTA Strategic Asset Management (SAM) Work Regional Analysis Tool Development and Maintenance
<b>Other municipalities</b>	Oswego Pavement Condition Survey & Asset Inventory Collection Vision Zero Oak Park Village of Hoffman Estates Comprehensive Multimodal Transportation Plan Arterial Bike Network Study I-80 Land use Planning Study Joliet Regional Port District Strategic Marine and Port Master Plan Calumet City: PEL Feasibility Study for (Full Interchange) Dolton Rd/I-94 Regional Complete Streets & Green Infrastructure Master Planning Calumet Triangle Corridor Planning and Research Study 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

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

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

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

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

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

**Resulting product:** Project report

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

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

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

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



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

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

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

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

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

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

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

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

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

Task items would include but not necessarily be limited to:

- Assessing existing conditions, including a summary of environmental conditions, an inventory of existing infrastructure and urban form, a summary of socioeconomic



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demographics, and an inventory of planned or recommended transportation policies, projects, and strategies for the area.

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

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

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

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

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

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

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

**Description of Planning Work:** The “Our Great Rivers” Vision Plan (2016) calls for a “network of continuous river trails” across Chicago and “easy access from all neighborhoods.” While recent



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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 underbridge connectors, bridges, and path modernization to transportation facility standards). This will lead to a recommended program of sites for future, locally oriented planning, or design studies. In locations where current uses preclude direct river access, the study may also recommend alternate facilities along roadways or other nearby corridors.

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

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

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

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

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

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

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

**Description of Planning Work:** The community along the South Branch of the Chicago River has become much more engaged with its riverfront in recent years due to the development of the Eleanor Boathouse, Park 571, Canal Origins Park, and the Canalport Riverwalk Park on the south banks of the river. However, these various river-related facilities are not currently easily accessible from one another nor from all the communities and neighborhoods to which they are physically proximate. The neighboring communities have identified the need for improved,





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connected access to these parks, trails, and neighborhoods in Bridgeport and Pilsen along the river. The community documented its goals after a broad, year-long visioning effort in the South Branch Parks Framework Plan. Among the Plan's goals are a coordinated and integrated pedestrian and bicycle access network between the Bridgeport and Pilsen neighborhoods and three public parks along South Branch.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

**Description of Planning Work:** Vision Zero is Chicago’s initiative to eliminate fatal and serious injury traffic crashes by the year 2026. A multi-departmental Vision Zero steering committee led by the Mayor’s Office and four working groups have identified goals and strategies to increase traffic safety with a three-year Vision Zero Chicago Action Plan released in June 2017. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.

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

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

**Performing the work:** Staff

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

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

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

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

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

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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 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



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

**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.



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- 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.

**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.



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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)
- 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



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- 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.
- 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



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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.

**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.

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**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.

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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.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

**Performing the work:** Consultant-led

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

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

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

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

**Description of planning work:** The CMAP Truck Routing and Community Studies consist of CMAP partnering with localities in northeastern Illinois to conduct three studies in regional freight clusters: in the western portion of Will County around the Will County freight cluster, on the southwest side of the Chicago within the Core/Midway freight cluster, and in south suburban Cook County around the South Cook freight cluster. The studies would use the framework established in CMAP's multijurisdictional truck routing study in the O'Hare airport freight cluster.

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

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

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

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

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

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

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

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

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

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

**Description of planning work:** This project will utilize a consultant to co-design and implement a program to enhance engagement and participation by environmental justice communities



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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:** Illinois Crash Data Entry

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

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

CMAP anticipates hiring approximately ten crash coders for 12 or more months. IDOT staff in the Traffic Statistics Unit will train the coders in crash data entry, quality control, etc. according to IDOT's procedures, with the coders traveling to the IDOT central office in Springfield for the training. CMAP staff will then be responsible for supervising the crash coders. The crash coders will be expected to meet productivity and accuracy goals mutually agreeable to IDOT and



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CMAQ. The crash coders will focus on entry of the data on the written crash reports and will not be responsible for geolocation of the crashes.

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

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

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

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

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

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

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

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

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

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

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

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



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

**Performing the work:** WSP

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

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

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

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

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

**Resulting product:** See above.

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

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

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

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

**Resulting product:** See above.

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



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

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**Agency: Counties — DuPage County**

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

**Description of planning work:** The Willowbrook Corner Transit Service Plan is intended to identify a potential transit solution for a community that the Illinois Department of Commerce and Economic Opportunity describes as underserved and economically challenged. The area is currently served by one Pace route (664). This is a very limited peak hour service that transports passengers to/from the Clarendon Hills Metra Station 3 times during the morning and evening peak periods. No other regular service offering connections to other parts of DuPage or the region are currently available. The intent of the Service Plan is to establish the following: Demand; Maximization of opportunity through routing; Operating period(s); Cost of equipment; Cost of service options and labor; Cost participants; Advisory participation – incorporate experience from other local providers; Agency responsibility for operation/dispatch; qualification for Pace Locally Based Service or Municipal Vehicle Program; Pilot Test Period; Implementation Plan; Pilot performance metrics – goals and return on investment The County proposes to contract with a qualified consultant to perform a service plan in consultation with the County, local villages of Willowbrook, Darien, Burr Ridge and Hinsdale. The product should also discuss next steps to implement and put a pilot program into place. A clear vision of performance expectations will be included in the Plan, so residents understand the requirements for continuing or discontinuing the pilot.

**Resulting product:** See above.

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

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

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**Agency: Counties — Cook County**

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

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



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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 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.

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

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

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

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

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

**Description of Planning Work:** The CTA is proposing to extend the Red Line from the existing terminal at 95<sup>th</sup>/Dan Ryan station to the vicinity of 130<sup>th</sup> Street, subject to the availability of funding. In 2009, the CTA completed an alternatives analysis for the project and identified a



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Locally Preferred Alternative. The CTA and the Federal Transit Administration (FTA) published the Red Line Extension Draft EIS on October 6th, 2016. The Draft EIS included an evaluation of the no-build alternative and two Union Pacific Railroad (UPRR) alternative options: the East Option and the West Option. The Chicago Transit Board adopted the LPA in August 2009. In January 2018, based on public feedback received on the Draft EIS as well as subsequent project planning and engineering work, the Preferred Alignment for RLE was selected. The Chicago Metropolitan Agency for Planning adopted RLE as a fiscally constrained Priority Project in its GO TO 2040 regional comprehensive plan in 2010, and more recently as a fiscally constrained Regionally Significant Project in its ON TO 2050 regional comprehensive plan in 2018. In December 2020, the Red Line Extension entered the Project Development (PD) phase of the FTA New Starts Capital Investment Grant (CIG) program. Under PD requirements, the CTA must complete National Environmental Policy Act (NEPA) analyses and Preliminary Engineering documents that advance the project's design to 30%. On January 31, 2022, the FTA and the CTA published the project's Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. The Supplemental EA analyzed three project changes since the Draft EIS: 130<sup>th</sup> Street station relocation, 120<sup>th</sup> Street yard and shop refinement, and 107<sup>th</sup> 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 is planned to exit PD and enter New Starts Engineering in mid-2023.

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

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

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

**Description of Planning Work:** The Red Line Extension (RLE) Transit-Supportive Development Plan is an effort to create a guide for future development in communities located near the RLE project area. The plan will help leverage the full potential of the Red Line Extension investment by guiding development that enhances economic vitality, transit ridership, multimodal connectivity, the pedestrian environment, and preserving affordable housing. This plan was

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developed with involvement from the community, partner agencies, and private sector developers during the project development phase of the FTA New Starts CIG program.

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

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

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

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

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

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

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

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

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

**Description of Planning Work:** The goal of this planning study is to determine the feasibility and appropriate level of investment for provision of high capacity, efficient, and effective transit connections in the 24-mile lakefront corridor measured from Howard Street to 103rd Street. The planning study will identify and study various poor performing segments and sub-corridors

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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 2023

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

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

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

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

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

After securing additional funding, CTA and CDOT brought on a consultant team to manage the expansion of the BPZ Program in 2022. The consultant team has begun collecting existing conditions field data, analyzing bus speed and reliability data, and is finalizing a Purpose and Need memo. Preliminary identification of priority zone locations and concepts within the corridors has commenced.



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

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

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

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**Name of Project:** Bus Vision Study

**Description of Planning Work:** CTA has engaged Jarrett Walker + Associates as a consultant to perform a comprehensive evaluation of our bus network and service. This study will review current service in the context of major shifts that have taken place over the last several decades including changes in population, land use, and within the mobility industry. It will take a data-driven approach to identify service inefficiencies and opportunities to restructure transit service to better serve Chicago’s needs. The consultant will help develop recommendations to help meet the goal of maintaining, reclaiming, and growing transit ridership while increasing equity in transit service provision. This project is intended to be the first phase of an effort to re-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: Q4 FY 2023; Phase 2: 2024

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

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Description of Planning Work:** Constrained financial resources, a large physical asset base with significant state-of-good-repair investment needs, and the nationwide movement towards performance-driven management of transportation assets demand CTA's investment in its asset management data systems and decision-making tools. These systems and tools are not only increasingly vital for day-to-day management, but their full deployment enables significantly enhanced analytical and planning capabilities. Supplementing investments in asset management systems will not only improve the ongoing condition of CTA's asset base, but also enhance CTA's responsiveness to new Federal Transit Administration (FTA) and Illinois DOT (IDOT) reporting needs (e.g., National Bridge Inventory, FTA TAM Rule, etc.).

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This project will enable the following major activities:

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

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

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

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

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**Agency:** Metra

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

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

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

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

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



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**The cost of the work:** TBD

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

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

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

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

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

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

**The cost of the work:** TBD

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

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

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

**Resulting Products:** See above.



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

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

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**Agency:** *Pace*

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

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

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

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

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

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

**Cost of the work:** TBD

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

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

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



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

The required tasks include reviewing industry best practices, developing CSI survey developing sampling and survey administration plans that include both online and paper survey approaches, 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 2022 to April 2024

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

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

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

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

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

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

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

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

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



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**Cost of the work:** TBD

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

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**Agency:** RTA

**Name of Project:** Community Planning Program

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

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

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





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

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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

**The cost of the work:** TBD

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**Agency:** *Village of Oswego*

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

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



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**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:

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



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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 “metroburbs,” with a focus on those areas with greatest need, and the connection of historically disadvantaged areas to job opportunities.

The Village will utilize the plan, and the performance-based implementation steps it recommends, to seek further partnerships and grant opportunities to strengthen the Village’s transportation network.

**Resulting Products:** See above

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

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

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

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

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

**Resulting Products:** See above

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

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

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**Agency:** *City of Joliet*

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

**Description of Planning Work:** This Community redevelopment plan is to be developed as one of the Environmental Justice commitments resulting from disproportionate impacts to the minority community bordering the I-80 bridges over the Des Plaines River. In coordination with the City of Joliet and with input from the community, the following scope of work describes the



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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

**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

**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



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

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

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

**Resulting Products:** See above

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

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

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### **Appendix G: UWP development process**

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP is designed to run in conjunction with the State of Illinois fiscal year timeline of July 1 to June 30. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs, and source of funding.

The UWP Committee develops a program for recommendation to the [MPO Policy Committee](#) and the [CMAP Board](#). The eight voting members of the UWP committee are 1) the City of Chicago, 2) CTA, 3) Metra, 4) Pace, 5) CMAP, 6) RTA, 7) the Regional Council of Mayors, and 8) one representative from the six collar counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA, and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee agencies can submit proposals or sponsor submissions from other entities.

The UWP development process begins each fall. The UWP Committee works to set program priorities in alignment with the recommendations and implementation actions of ON TO 2050, which was adopted in October 2018 by the CMAP Board and MPO Policy Committee. ON TO 2050 is the region's long-range comprehensive plan and serves as a blueprint for selecting planning projects in the UWP. CMAP's Transportation Committee also considers the UWP priorities prior to the annual project selection process.

Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program. A second tier of projects focusing on select emphasis areas are reviewed and selected through a competitive process. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration. Following their review, the draft program is sent to the CMAP Board and MPO Policy Committee for consideration of endorsement at their February and March meetings, respectively.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY24 UWP awarded \$24.9 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$31.1 million dedicated to transportation planning in northeastern Illinois.

#### **Section 1: Core**

The UWP Committee approved \$24,926,361 in federal funding under the FY24 Core Program. Agencies receiving core funding are CMAP, the City of Chicago, the Council of Mayors, CTA, Metra, Pace, and Will County.





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### Section 2: Competitive

The UWP Committee did not conduct a competitive program for FY2024.

More information about the FY24 UWP development process, including meeting minutes and documentation, can be found on CMAP's [UWP Committee website](#).



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### **Appendix H: FY 2024 UWP monitoring and reporting**

In past years, the FHWA, FTA, CMAP Board, CMAP staff, and other regional civic organizations recommended that CMAP and the MPO Policy Committee implement a process to account for expenditure of the annual federal metropolitan planning funds received by the UWP. While such a system was not statutorily required under federal law, the region would benefit from a clearer indication of the products produced by these funds. Developing a system of accountability would not only inform the region about what was being accomplished with federal planning dollars but would also help in the construction of a more efficient and effective UWP process moving forward.

FHWA and FTA's October 2005 Certification of the Chicago Area Transportation Study (CATS), the former MPO for northeastern Illinois, states: "The MPO should consider creating a tracking database to determine the success of past projects in UWPs. It would benefit the planning process in the region if this database was made public, either through the website or some other means. But the initial goal of this process should be to analyze the results of past planning studies within the UWP."

In response to this certification, the UWP Committee approved a process in which funded agencies complete progress reports on UWP projects at the close of each quarter. All agencies relay expenditure information via *percentage of budget expended* and complete four short narrative sections to detail work status, progress, products, and short-term future objectives. This process of progress reporting has begun to cover projects funded starting in FY2008. Reports are completed by the close of each month following the close of each quarter, or October, January, April, and July.

CMAP staff has made the progress reports available online on the CMAP UWP Committee webpage. This webpage can be found at: <http://www.cmap.illinois.gov/unified-work-program>.



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