

FY2027 Unified Work Program for Northeastern Illinois

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State Fiscal Year (July 1, 2026 – June 30, 2027)

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

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

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

CMAP is directed by the State of Illinois to conduct a wide variety of community and land use planning functions on behalf of the seven counties in northeastern Illinois. Due to the interconnected nature of transportation, transit, community, and land use planning, it is critically important that this work be conducted in tandem and each be informed by the other. This allows changes to the region's systems to be considered collectively and helps to optimize investment and outcomes. To do this work, the agency uses UWP funds complemented by a diverse set of other funding sources including grants and local dues.

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Section I: Executive summary

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to state and local sources. Federal dollars require a 20 percent non-federal match. The UWP funds are allocated for operating activities and contractual services. The Illinois Department of Transportation (IDOT) requires the operating funds (3-C Operations Grant) to be expended during the fiscal year (July 1, 2026, to June 30, 2027).

This UWP was developed by staff in accordance with state and federal guidelines, and the [UWP development methodology](#) approved by CMAP's UWP Committee in July 2025. The UWP Committee consists of eight voting members who represent the City of Chicago, the Chicago Transit Authority (CTA), Metra, Pace, CMAP, the Regional Transportation Authority (RTA), the Regional Councils of Mayors (CoM), and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the FHWA and the FTA, and a currently vacant position for the Illinois Environmental Protection Agency. Within CMAP's [committee structure](#), the UWP committee reports up through the Transportation Committee to the MPO Policy Committee.

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

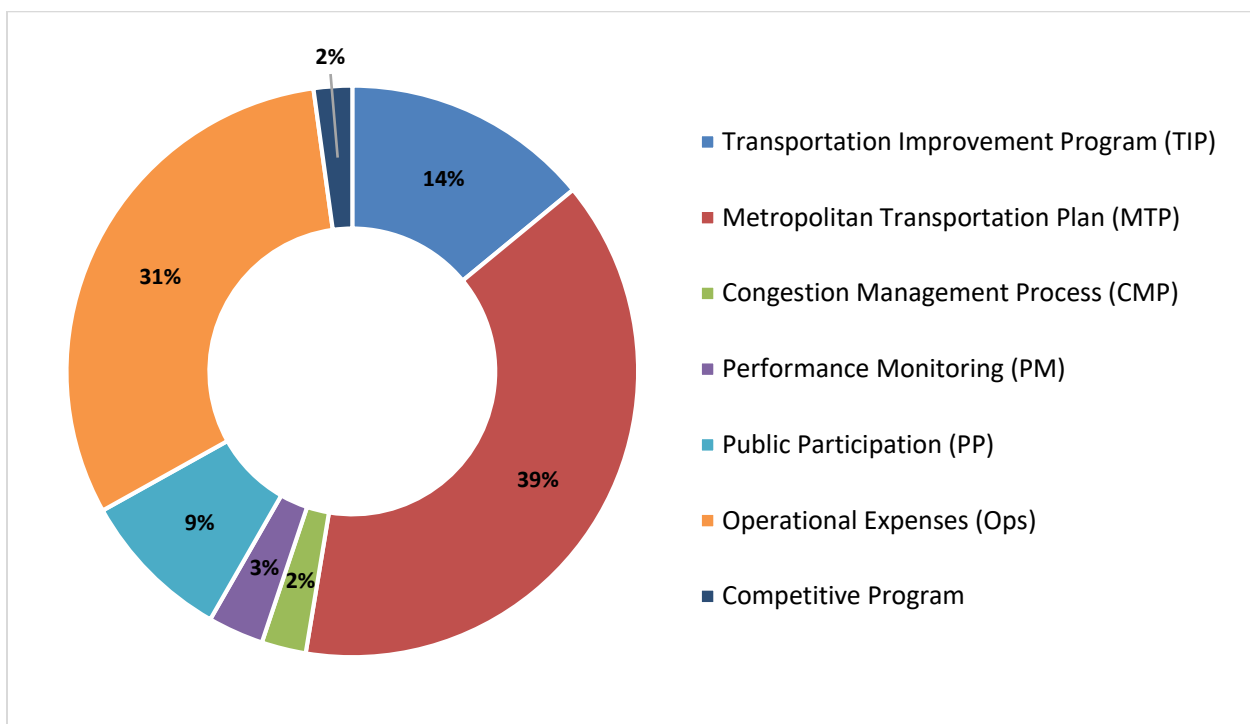
The staff-developed UWP was reviewed by the UWP Committee on November 12, 2025. On December 19, 2025, the Transportation Committee reviewed the draft FY 2027 UWP and recommended MPO Policy Committee approval at their January 8, 2026 meeting. Following CMAP Board approval of CMAP's comprehensive budget at the February 12, 2026 CMAP Board meeting, personnel and expense allocations by activity were updated and final approval of the FY 2027 UWP will be requested from the MPO Policy Committee at the March 12, 2026 meeting. Upon final approval by the MPO Policy Committee, the FY 2027 UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2026.

FY2027 Funding summary

The FY27 UWP budget totals \$34,963,773. This includes \$27,971,018 in FHWA and FTA metropolitan planning funds and \$6,992,755 in state and local matching funds. It is anticipated that the State of Illinois will pass a budget for FY27 that includes this funding.

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

Figure 1. FY2027 UWP budget by major activity

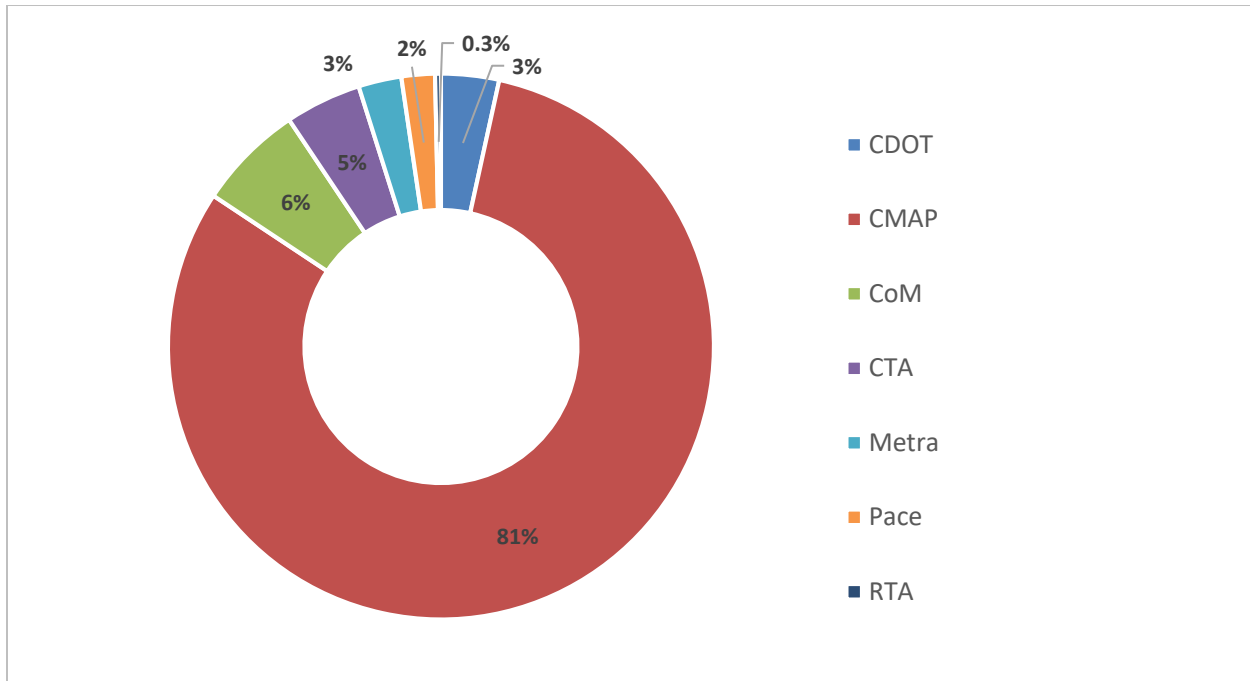


FY27 UWP funds will be allocated to CMAP, the CTA, the City of Chicago, the subregional councils of mayors, Metra, Pace, and McHenry County for core and competitive transportation planning activities. Figure 2 below summarizes the allocation of funding by agency.

Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

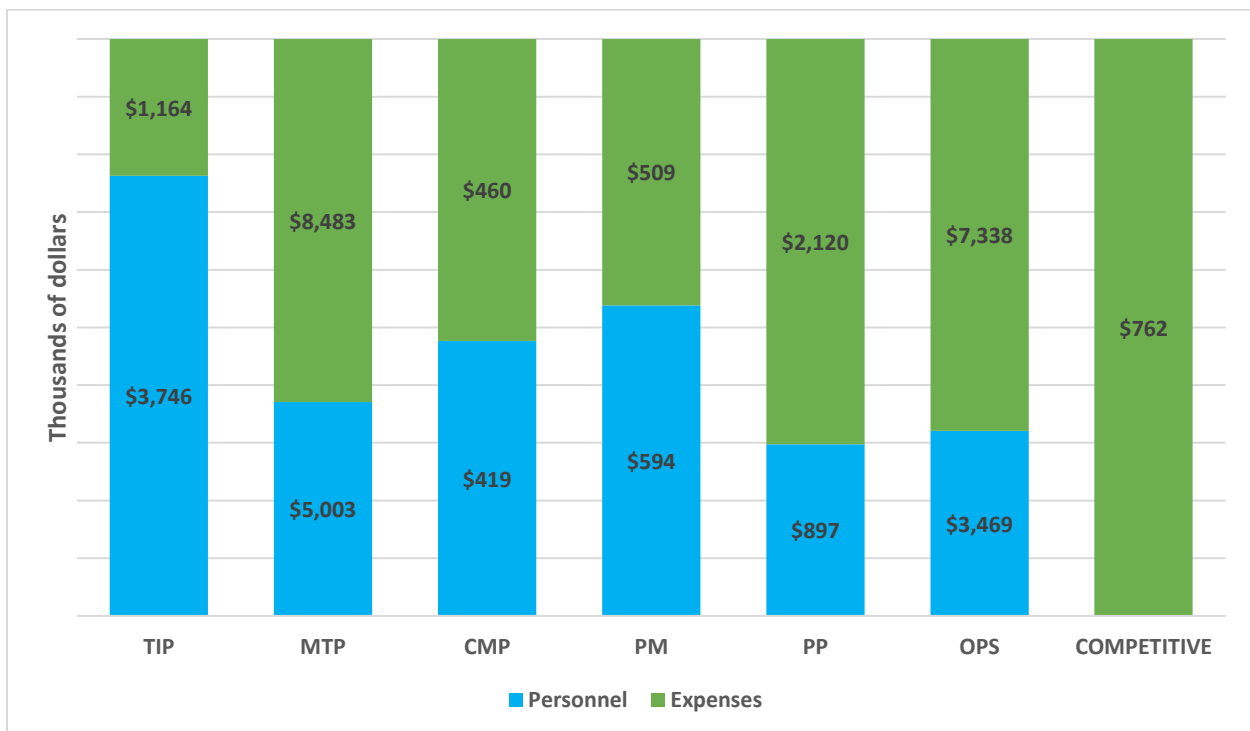
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Figure 2. FY2027 UWP budget by agency



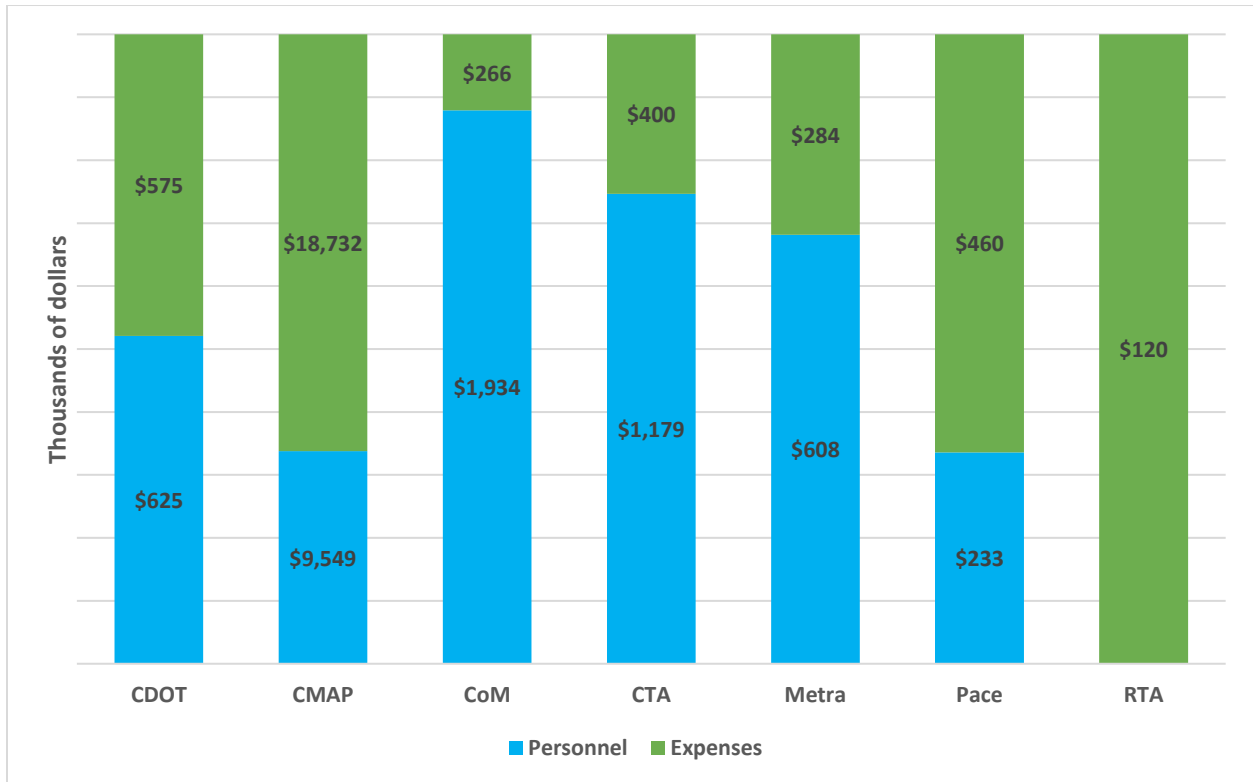
Funding allocations include both personnel costs and expenses, including consulting services. Figures 3 and 4 illustrate the relative personnel and expense costs by activity and agency, respectively.

Figure 3. Personnel vs. expense costs, by activity



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Figure 4. Personnel vs. expense costs, by agency



Safe and accessible transportation options

The Infrastructure Investment and Jobs Act (§ 11206) requires that metropolitan planning organizations spend not less than 2.5 percent of federal metropolitan planning funds apportioned to them annually to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities are primarily accomplished through the competitive program. For FY2027, \$874,094 must be allocated for these activities. Within the competitive program, \$761,500 is programmed for these activities. Within CMAP's Metropolitan Transportation Plan core program, additional funds are budgeted for the Safe and Complete Streets and Safe Systems program areas. These programs contribute to increasing safe and accessible mobility options within the region.

Section II: FY2027 Core program

Introduction

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

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

Table 1. FY27 core budget by activity

Activity	Personnel	Expenses	Total	Federal	Local
Transportation Improvement Program (TIP)	\$3,701	\$1,209	\$4,910	\$3,928	\$982
Metropolitan Transportation Plan (MTP)	\$6,894	\$6,592	\$13,486	\$10,788	\$2,697
Congestion Management Process (CMP)	\$208	\$671	\$879	\$703	\$176
Performance Monitoring (PM)	\$541	\$562	\$1,103	\$883	\$221
Public Participation (PP)	\$2,419	\$598	\$3,017	\$2,414	\$603
Operational Expenses (Ops)	\$1,758	\$9,049	\$10,808	\$8,646	\$2,162
Total	\$15,521	\$18,681	\$34,202	\$27,362	\$6,840

Note: All figures in thousands of dollars.

Transportation Improvement Program (TIP)

The work performed in this category helps create and maintain a prioritized, fiscally constrained transportation improvement program for northeastern Illinois, which is consistent with the metropolitan transportation plan (currently ON TO 2050), functional plans, and federal rules. Major tasks within the category include: developing and documenting the transportation programming process; implementing the process through the development, monitoring, and updating of the fiscally constrained project listing; utilizing the eTIP database; and reporting on accomplishments, including the annual obligation of federal funds. This category also includes the direct programming of certain federal fund sources and participating in, monitoring, and reporting on project implementation progress.

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Major deliverables

Description	Responsible agencies	Schedule
Project status updates	All	Quarterly
TIP amendments and modifications, including conformity analyses	All	Ongoing and according to CMAP's master transportation schedule and the IDOT Region 1 letting schedule
Federal coordination materials, including project funding documents	CDOT, councils of mayors	Ongoing
TIP programmer resource documents, training, and web pages	CMAP	Ongoing
FFY 2027 – 2032 Transportation Improvement Program (TIP)	CMAP	Ongoing, with adoption in October 2026
Federal fund source programs, including call for projects materials, funding applications, project selection methodologies, and program management resources and documents	CMAP, CDOT, councils of mayors	Annual (even years: regional programs; odd years: local programs)
Summaries of meetings, conferences, training, procedural changes, new or updated regulations, and other appropriate information for distribution to council members and interested parties in newsletters and/or emails	Councils of mayors	Ongoing
Annual and 5-year capital programs, including FTA formula programs	CTA, Metra, Pace	Annual

Budget overview

Agency	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	2	\$448	\$306	\$753	\$603	\$151
CMAP	8	\$803	\$845	\$1,648	\$1,318	\$330
CoM	11	\$943	\$13	\$956	\$765	\$191
CTA	4	\$1,032	\$0	\$1,032	\$826	\$206
Metra	2	\$427	\$0	\$427	\$342	\$85
Pace	1	\$93	\$0	\$93	\$74	\$19
TIP total	28	\$3,746	\$1,164	\$4,910	\$3,928	\$982

Note: All figures in thousands of dollars.

Metropolitan Transportation Plan (MTP)

The work performed in this category comprises the planning, research, data collection, modeling, analysis, and regional coordination required to develop, evaluate, update, and implement the region's long-range MTP. Other planning work that addresses federal planning factors and local technical assistance provided to transit partners, counties, and municipal partners is also included within this category.

Major deliverables

Description	Responsible agencies	Schedule
Planning studies and technical analysis reports	CDOT	As needed
2026 Regional Transportation Plan	CMAP	Ongoing, with adoption in October 2026
Corridor Development Office for the I-290/Blue Line corridor	CMAP	Ongoing
Technical assistance program	CMAP	Ongoing
Transportation investment strategies	CMAP	Ongoing
Travel demand forecasting	CMAP	Ongoing
Ridership, socioeconomic, emissions modeling, etc. data required for MTP	Metra	As needed

Budget overview

Agency	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	1	\$156	\$242	\$398	\$319	\$80
CMAP	48	\$4,382	\$8,239	\$12,621	\$10,097	\$2,524
CoM	3	\$328	\$1	\$329	\$263	\$66
CTA	<1	\$91	\$0	\$91	\$73	\$18
Metra	<1	\$46	\$0	\$46	\$37	\$9
MTP total	52	\$5,003	\$8,483	\$13,486	\$10,788	\$2,697

Note: All figures in thousands of dollars.

Congestion management process (CMP)

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

Major deliverables

Description	Responsible agencies	Schedule
CMP implementation, including arterial corridor planning	CMAP, Councils of mayors	Ongoing
Shared mobility program	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	3	\$361	\$0	\$361	\$289	\$72
CoM	<1	\$8	\$0	\$8	\$6	\$2
Pace	<1	\$50	\$460	\$510	\$408	\$102
CMP total	5	\$419	\$460	\$879	\$703	\$176

Note: All figures in thousands of dollars.

Performance monitoring (PM)

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

Major deliverables

Description	Responsible agencies	Schedule
Performance targets	CMAP	Ongoing
Data or information, such as asset condition, facility use, ridership, etc.	All	Ongoing
Pace Bus Transit Asset Management Plan program administration	Pace	Ongoing

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Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	2	\$211	\$509	\$720	\$576	\$144
CoM	2	\$116	\$0	\$116	\$93	\$23
CTA	<1	\$56	\$0	\$56	\$45	\$11
Metra	1	\$121	\$0	\$121	\$97	\$24
Pace	1	\$90	\$0	\$90	\$72	\$18
PM total	7	\$593	\$509	\$1,103	\$883	\$221

Note: All figures in thousands of dollars.

Public participation (PP)

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

Major deliverables

Description	Responsible agencies	Schedule
Public engagement tools, platforms, contact database	CMAP	Ongoing
Calendar of council meetings	Councils of mayors	Q3, with updates as needed
Council meeting agendas, materials, and minutes	Councils of mayors	Ongoing
Council newsletters (email distributions)	Councils of mayors	Ongoing (schedule varies)
Council websites/pages	Councils of mayors	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	<1	\$21	\$27	\$48	\$39	\$10
CMAP	6	\$619	\$2,088	\$2,707	\$2,166	\$541
CoM	2	\$243	\$5	\$248	\$199	\$50
Metra	<1	\$14	\$0	\$14	\$11	\$3
PP total	9	\$897	\$2,120	\$3,017	\$2,414	\$603

Note: All figures in thousands of dollars.

Operational expenses (Ops)

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

Major deliverables

Description	Responsible agencies	Schedule
Quarterly reports	All	Quarterly
Agenda management and committee support	CMA	Ongoing
CMA data hub	CMA	Ongoing
CMA website and social media platforms	CMA	Ongoing
Local government network	CMA	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMA	32	\$3,173	\$7,050	\$10,223	\$8,179	\$2,045
CoM	2	\$296	\$246	\$542	\$434	\$108
Metra	0	\$0	\$42	\$42	\$34	\$8
Ops Total	34	\$3,469	\$7,338	\$10,808	\$8,646	\$2,162

Note: All figures in thousands of dollars.

Section III: FY2027-2031 Competitive program

Introduction

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

Beginning with development of the FY2025 UWP, CMAP committed to developing a multiyear program of transportation planning projects. Multiyear programming has been successful for programming implementation projects for many years and helps agencies better prepare to start work on time. Multiyear programming also provides a mechanism for spreading project costs across multiple UWP years, better matching the actual schedule of work and expenditure of funds. Although funds programmed in out years are contingent on annual funding availability, CMAP has committed to allocating no less than \$1 million per year to the competitive program.

In addition to funding commitments made in the FY2025 and FY2026 UWPs, during the call for FY2027-2031 competitive projects, three eligible applications were received and recommended for funding, as summarized below. Descriptions of the projects follow the funding summary.

Table 2. Recommended FY2027 – 2031 UWP competitive program

Sponsor	Project	Total Cost	Recommended by FY				
			FY27	FY28	FY29	FY30	FY31
Metra*	Origin/Destination Survey	\$750,000	\$241,500	\$0	\$0	\$0	\$0
CTA	South Lakefront Transit Access Study	\$500,000	\$400,000	\$100,000	\$0	\$0	\$0
Kane County	Public ROW ADA Self-Evaluation & Transition Plan	\$261,017	\$0	\$182,712	\$78,305	\$0	\$0
RTA	Moving Together: RTA, Pace, and IDOT Partnership for Transit Priority Corridors	\$300,000	\$120,000	\$180,000	\$0	\$0	\$0
Total			\$761,500	\$462,712	\$78,305	\$0	\$0
Federal (80%)			\$416,000	\$370,170	\$62,644	\$0	\$0
Sponsor Match (20%)			\$104,000	\$92,542	\$15,661	\$0	\$0

**Project was selected for FY2027 funding in the FY2025 – 2029 UWP Competitive Program.*

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Metra: Origin/Destination Survey

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

Proposed schedule

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

Budget summary

	Prior	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$508,500	\$241,500	\$0	\$0	\$0	\$0	\$750,000
Total	\$508,500	\$241,500	\$0	\$0	\$0	\$0	\$750,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Survey Questionnaire	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use the questionnaire to understand Metra's objectives and provide feedback for review when considering schedule and service revisions.	The questionnaire will help partners understand what Metra is asking its riders about, provide feedback to Metra about what else to ask, and use questions to inform their own data collection and decision making.
Survey Methodology	CMAP, RTA	CMAP can use this methodology to understand Metra's data collection process and incorporate the study's findings into its own research.	The methodology will inform future data collection by Metra, RTA, and CMAP to understand how and when people move through our region and use transit.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Tabulated Survey Data	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use this data for making recommendations for regional transit action, housing policy, and agency collaborative action.	The survey data will help partners understand travel demand at local Metra stations and incorporate updated ridership data into future transportation plans. The data will also provide an understanding of travel patterns and demand at and near Metra stations.
Analysis of Survey Data	CMAP, RTA, CTA, Pace, municipalities, CoMs, counties	CMAP can use the analysis to understand Metra's conclusions and make recommendations for future studies and analyses.	The data will help service boards plan for transfer service during transfer-heavy periods and incorporate updated ridership data into future transportation plans. The data will also inform transit-oriented development policies for municipal governments.

CTA: South Lakefront Transit Access Study

The South Lakefront Transit Access Study will evaluate numerous alternatives for improving transit connectivity along Chicago's South Lakefront. This study is proposed in recognition of the many and unique transit needs of the South Lakefront area, including three new major activity centers being developed including the Barack Obama Presidential Center, the PsiQuantum campus, and the new Advocate Hospital. These developments will introduce robust levels of visitor and employee traffic to and from the Jackson Park and South Works areas, respectively, and the need to explore improved connections with the rest of the city's transit network as well as address shifting mobility patterns for residents traveling to and from the area.

Proposed schedule

Procurement:	09/01/2025 - 05/31/2026
Completion of work:	08/01/2026 - 10/31/2027
Initial invoice:	TBD
Final invoice:	TBD

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Budget summary

	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Total	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Public Engagement Plan	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Market Analysis Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Service Analysis Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Service Alternatives Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.
Final Report	CDOT, IDOT, Metra, Pace, CCDOTH, and community-based organizations	CMAP will use deliverables to coordinate transportation planning and programming in the region.	Each partner will use the deliverables to inform transportation and service planning in the region.

RTA: Moving Together: RTA, Pace, and IDOT Partnership for Transit Priority Corridors

The Regional Transportation Authority (RTA) is partnering with Pace Suburban Bus (Pace) and the Illinois Department of Transportation (IDOT) to develop a framework and action plan for implementing transit supportive infrastructure on Pace's top 20 most traveled corridors to streamline delivery of transit improvements on state-owned roadways in suburban communities. The goals for these corridors include but are not limited to:

- Sped-up project delivery for bus improvements
- Increased bus speeds via signal priority and dedicated lanes
- Safety upgrades to the pedestrian environment and streetscape enhancements
- Accessibility and mobility improvements
- Greater access to transit and intermodal connectivity
- Better connectivity for suburban communities to the broader region

The deliverables will include a policy framework for transit supportive infrastructure on state-owned roadways and an action plan for prioritizing investments in specific corridors.

Proposed schedule

Procurement:	08/01/2026 - 12/01/2026
Completion of work:	02/15/2027 - 02/15/2028
Initial invoice:	TBD
Final invoice:	TBD

Budget summary

	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$120,000	\$180,000	\$0	\$0	\$0	\$300,000
Total	\$120,000	\$180,000	\$0	\$0	\$0	\$300,000

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Better Roads for Buses – Policy Framework	Counties, cities, municipalities	CMAP can use the policy framework as a template for other roadway owners to make transit supportive infrastructure improvements.	The policy framework will be broadly applicable to other units of government that own roadways throughout the state.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Corridor Map and Asset Inventory	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
Transit Supportive Infrastructure Toolbox	Counties, cities, municipalities	CMAP can use the toolbox as a template for other roadway owners to make transit supportive infrastructure improvements.	The toolbox will be broadly applicable to other units of government that own roadways throughout the state.
Action Plan	Departments of transportation, counties, cities, municipalities	CMAP can leverage the plan when looking to make investments in roadway projects to public transit and non-motorized users.	The plan will be broadly applicable to other units of government that own roadways throughout the state. This would more seamlessly integrate desired transit improvements in the Phase 1 and 2 design processes by IDOT.

Kane County: Public ROW ADA Self-Evaluation and Transition Plan

This project aims to update the Kane County Division of Transportation's (KDOT) existing 2016 ADA Self Evaluation and Transition Plan focusing on the public right-of-way alongside KDOT routes. The existing plan must be updated to be compliant with PROWAG standards for facilities in the public right-of-way including curb ramps, sidewalks, shared-use paths, pedestrian traffic equipment, and Pace bus stops/shelters. The project will include improving KDOT's GIS database for these facilities and updating the county's existing inspection sheets.

Proposed schedule

Procurement: 01/01/2027 - 06/30/2027
 Completion of work: 07/01/2027 - 12/01/2028
 Initial invoice: 07/01/2027
 Final invoice: 12/01/2028

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Budget summary

	FY27	FY28	FY29	FY30	FY31	Total
Agency personnel	\$0	\$7,712	\$3,305	\$0	\$0	\$11,017
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$0	\$175,000	\$75,000	\$0	\$0	\$250,000
Total	\$0	\$182,712	\$78,305	\$0	\$0	\$261,017

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Curb Ramp Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Sidewalk Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Pedestrian Traffic Equipment Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Shared-Use Path Inventory	Municipalities, IDOT	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Municipalities and IDOT will have data for intersections they share with Kane County.
Bus Stop Inventory	Pace Bus	This inventory provides data on how Kane County is moving towards CMAP's priority of achieving universal ADA accessibility.	Pace will have data on ADA compliance for bus stops and shelters within the Kane County right-of-way.
Curb Ramp Inspection Sheet	Municipalities, counties	The inspection sheet will be a resource for CMAP to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.

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Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Sidewalk Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Pedestrian Traffic Equipment Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Shared-Use Path Inspection Sheet	Municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Municipalities can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.
Bus Stop Inspection Sheet	Pace Bus, municipalities, counties	CMAP can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.	Pace Bus can use the inspection sheet as a resource to conduct the same evaluation in other municipalities or counties.

Appendix A: Local match sources

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

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

CTA, Metra, and Pace: The match is provided by local government funds.

City of Chicago: The match is provided by local government funds.

Counties: The match is provided by local government funds.

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

Appendix B: Title VI requirements

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that planning grant applicants meet certain standards of compliance with Title VI. Compliance information for each recipient agency can be found on the agency websites below.

CMAQ: <https://cmap.illinois.gov/contact-us/title-vi/>

CTA: <https://www.transitchicago.com/title6/>

RTA: <https://www.rtachicago.org/uploads/files/general/Drupal-Old/documents/aboutus/Title%20VI%20Program%202020%20FINAL.pdf>



Appendix C: Staff requirement summary table

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

Agency	Total staff hours	FTEs
CDOT	5,424	4
CMAP	193,050	99
Council of Mayors	24,504	19
CTA	9,806	5
Metra	6,479	4
Pace	4,072	3

Appendix D: Audit requirements

In response to the requirements of the Office of Management and Budget's Super Circular (2 CFR 200), the participating agencies all have decided to provide 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.



Appendix E: Acronym list

ADA	Americans with Disabilities Act
ATCMTD	Advanced Transportation and Congestion Mitigation Technologies Deployment
CCDOTH	Cook County Department of Transportation and Highways
CDOT	Chicago Department of Transportation
CFR	Code of Federal Regulations
CMAF	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CoM	Council of mayors
CREATE Program	Chicago Region Environmental and Transportation Efficiency Program
CTA	Chicago Transit Authority
DOT	Department of transportation
DPD	(City of Chicago) Department of Planning and Development
EV	Electric vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTE	Full-time equivalent
FY	Fiscal year
GIS	Geographic information system
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
MPO	Metropolitan planning organization
MTP	Metropolitan Transportation Plan
Ops	Operations
PEL	Planning and Environmental Linkages
PM	Performance monitoring
PP	Public Participation
RTA	Regional Transportation Authority
SPR	Statewide Planning and Research
STP	Surface Transportation Program
TBD	To be determined
TIP	Transportation Improvement Program
TOD	Transit-oriented development
TSP	Transit signal priority
USDOT	United States Department of Transportation
UWP	Unified Work Program

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 UWP. They are listed and summarized below.

CDOT	Chicago River Edge Access Study CREATE Program Planning Support Pedway Main Stem Improvement Feasibility Study Kinzie-Fulton Market Metra Station Feasibility Support Services Support Services for Research into Emerging Transportation Topics, Technique Technologies, and Trade-offs Targeted Traffic Safety Behavior Change and Marketing Research Comprehensive Modernization of the Pedway's Wayfinding System
CMAP	Safe Streets for All Electronic Transportation Improvement Program (eTIP) Software
Counties	Will County Electric Vehicle Readiness Plan Will County 2050 Long Range Transportation Plan Cook County 2050 Long Range Transportation Plan Update Cook County Sauk Trail Area Multimodal Path Feasibility Study Cook County Access Pilot Program Cook County Chicago Regional Mobility Hubs Framework Study Cook County 69 West Washington Street, Pedway Expansion and Elevator Project Cook County Overcoming the Expressways - Permeability Study of Nonmotorized Travel Across Controlled Access Facilities in Suburban Cook County DuPage Trails Count Program Kane County DOT Asset Management Plan Kane County DOT Comprehensive Road Improvement Plan Kane County DOT IL 47 Planning and Environmental Linkages Study Lake County Envision 2025: Long Range Transportation Plan McHenry County Prairie Trail Wayfinding Plan
CTA	Bus Priority Corridor Study Bus Priority Zone Program Bus Vision Project Community Concessions Activation Program Racine Green Line Station Feasibility Study Roadmap for Transit Signal Priority (TSP) RPM Next Phases NEPA
Metra	Boarding and Alighting Counts / Targeted Station Ridership Systemwide O'Hare Station Pedestrian Access and Station Concept Study Systemwide Network Plan

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Pace	ReVision, Network Revitalization and Systemwide Restructuring Initiative I-290 Express Bus Market Feasibility Study I-55 and Harlem Avenue Inline Rapid Transit Station Feasibility Study
RTA	Community Planning Program Human Services Transportation Plan Update Joint Development Study
Other	Village of Hoffman Estates Comprehensive Multimodal Transportation Plan Mount Prospect 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 and Green Infrastructure Master Planning Homer Glen Comprehensive Transportation Plan 90N District Transit and Micromobility Study Sheridan Road/IL 137 Feasibility Study Village of La Grange Park 31st Street Corridor Transportation Plan Village of Channahon Regional intergovernmental Transportation Coordination Study

AGENCY: CHICAGO DEPARTMENT OF TRANSPORTATION

Name of project: Chicago River Edge Access Study

Description of planning work:

The “Our Great Rivers” Vision Plan (2016) calls for a “network of continuous river trails” across Chicago and “easy access from all neighborhoods.” While recent efforts (Chicago River Edge Ideas Lab, Chicago River Design guidelines update, South Branch Riverwalk Implementation Plan) have considered the design of specific elements or physical segments to these facilities, what is missing is an up-to-date inventory, overview, and categorization of current river edge conditions for active transportation access to and along the rivers’ edges and status of improvements.

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

This project is modeled after CDOT’s South Lakefront Access Study (2003) which conducted similar analysis that led to investments in new bridges to the Lakefront at 35th and 41st Streets.

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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: 4th Quarter 2025

The cost of the work: \$200,000

Source(s) of funds: SPR

Name of project: CREATE Program Planning Support

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

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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: 4th Quarter 2025

The cost of the work: \$500,000

Source(s) of funds: SPR

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.



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Since then, both public and private investment have expanded the Pedway, and the system now connects more than 50 buildings.

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

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

- N. Michigan Avenue (Eastern boundary)
- E. Randolph Street (Northern boundary)
- W. Washington Street (Southern boundary)
- 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: 4th Quarter 2025

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

Source(s) of funds: Local

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

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from Metra's Conceptual Engineering A-2 Interlocking Improvement study. The space between Ashland Avenue and Ogden Avenue was identified as the optimal station placement location. This station placement location provides a high-quality connection to CTA's #9 Ashland and #9X Ashland Express bus service and access to rapid office development occurring east of Ogden Avenue.

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

- Strategic planning and analysis
 - Integrating station implementation plans with concurrent related long-term initiatives; evaluating neighborhood mobility needs; refining implementation strategies; continued coordination with Metra's A2 Interlocking project; integrating external outcomes into station and station-area implementation strategies; engaging in executive-level briefings and engagement; and coordinating with and supporting city agencies related to possible private parcel acquisition.
- 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: 4th Quarter 2025

The cost of the work: \$500,000

Source(s) of funds: Local

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



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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.

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

Source(s) of funds: SPR

Name of project: Comprehensive Modernization of the Pedway's Wayfinding System

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

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

Performing the work: Consultant project.

Time frame for completing the work: Procurement (2024), planning and design (2025-2026), fabrication and installation (TBD)

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

Source(s) of funds: CMAQ funds

AGENCY: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Name of project: Safe Streets for All

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

Cost of the work: \$1,494,727

Source(s) of funds: USDOT

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Name of project: Electronic Transportation Improvement Program (eTIP) Software

Status: New project beginning April 1, 2025 through March 31, 2030.

Description of planning work: Expand existing eTIP software products for use by MPOs throughout the state of Illinois.

Cost of the work: \$2,963,900

Source(s) of funds: SPR

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.

Cost of the work: \$700,000

Source(s) of funds: SPR

Name of project: Will County 2050 Long Range Transportation Plan

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

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



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

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

Source(s) of funds: SPR

AGENCY: COUNTIES — COOK COUNTY

Name of project: Cook County 2050 Long Range Transportation Plan

Description of planning work: Development of a long range transportation plan for Cook County, building on the 2016 Connecting Cook County plan.

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

Source(s) of funds: SPR

Name of project: Sauk Trail Area Multimodal Path Feasibility Study

Description of planning work: The purpose of the Sauk Trail Area Multimodal Path Feasibility Study is to analyze constraints and opportunities to develop a sidepath along a four-mile segment of Sauk Trail between Central Avenue and Western Avenue in the villages of Richton Park and Park Forest. The study will evaluate alternatives for the sidepath (e.g., whether to locate the path north or south of Sauk Trail). It is anticipated that the findings of this study will inform a future Phase I engineering process.

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

Resulting product: Report.



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Performing the work: Consultant.

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

The cost of the work: \$260,000

Source(s) of funds: State motor fuel tax

Name of project: Access Pilot Program

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

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

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

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

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

Source(s) of funds: Cook County, RTA, and Metra funding

Name of project: Chicago Regional Mobility Hubs Framework Study

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

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

Performing the work: Work to be completed by the SUMC, with the support of Cook County and RTA staff.

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

The cost of the work: \$350,000

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

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

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

Resulting product: Feasibility study and conceptual design renderings.

Performing the work: AECOM Corporation.

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

The cost of the work: TBD

Source(s) of funds: State motor fuel tax

Name of project: Overcoming the Expressways - Permeability Study of Nonmotorized Travel Across Controlled Access Facilities in Suburban Cook County

Description of planning work: This study will conceptualize new and modified grade separated accessible crossings for pedestrians, bicyclists, and transit passengers constrained by access-controlled roadways within suburban Cook County. Cook County is the nation's second most populous county and the country's central freight hub. Its web of interstate highways and numerous other access-controlled facilities promote regional mobility for motor vehicles but also create barriers for residents trying to reach everyday destinations using other travel modes. Relative to Chicago, suburban Cook County residents who live near controlled-access highways have fewer bridges with complete pedestrian access, almost no bicyclepedestrian bridges, and in some areas face distances of more than six miles between highway bridges with complete sidewalks or bicycle accommodations. Further, most inaccessible expressway



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crossings in Suburban Cook County are found in Illinois DCEO Underserved Areas as compared to more affluent areas.

The cost of the work: \$600,000

Source(s) of funds: SPR

AGENCY: COUNTIES — DUPAGE COUNTY

Name of project: DuPage County Trails Count Program

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

Resulting product: Specific site by site count reports, an overall count report and a GIS map of counts will result from the work.

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

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

The cost of the work: \$90,000

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

AGENCY: COUNTIES — KANE COUNTY

Name of project: Kane County DOT Asset Management Plan

Description of planning work: In 2022, KDOT gathered an internal group comprised of section leaders and chiefs to begin working on a new approach to asset management including the development of a comprehensive asset management plan. Our current asset base includes bridges, urban and rural roadways, interconnected traffic signal networks, lighting, signs, pedestrian paths and bikeways, guardrails, open spaces, as well as two campuses, vehicles and



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equipment, and salt storage. Typical projects to maintain this asset base include large and small bridge replacement and maintenance projects, modernization of existing intersections and roadways, culvert and storm sewer management, resurfacing, traffic safety and ADA improvements, and road and right-of-way maintenance. A rough estimate of our asset base is in the range of \$500 million.

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

Resulting product: See above.

The cost of the work: \$300,000

Source(s) of funds: SPR

Name of Project: Kane County DOT Comprehensive Road Improvement Plan

Description of Planning Work: A data-driven planning effort that identifies and prioritizes future roadway capacity improvements needed to support growth and mobility across the county. It uses traffic modeling, land-use and population forecasts, and consistent evaluation criteria to guide capital programming, impact fee calculations, and coordination with municipalities and regional partners.

Resulting product: Comprehensive Road Improvement Plan (CRIP) technical report and supporting project prioritization framework, including documentation used for capital programming and impact fee analysis.

Performing the work: In-house planning and engineering staff, outside consultant, and support from regional transportation partners and data sources for socio-economic forecasts that support the accompanying modeling efforts.

Time frame for completing the work: July 2025-January 2027

The cost of the work: \$440,000

Source(s) of funds: Local funds

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Name of Project: Kane County DOT IL 47 Planning and Environmental Linkages Study

Description of Planning Work: The study will look at IL 47 from Plank Road south to I-88 due to increasing traffic volumes and the need to improve this important regional corridor to address current and future development patterns.

Resulting product: A PEL will be completed, planning and environmental linkage study.

Performing the work: KDOT Planning staff, IDOT, and a consultant.

Time frame for completing the work: It's starting now and will take 2 – 3 years.

The cost of the work: \$4,000,000

Source(s) of funds: SPR funds

AGENCY: COUNTIES — LAKE COUNTY

Name of Project: Envision 2050: Long Range Transportation Plan

Description of Planning Work: Update to Lake County's Long Range Transportation Plan for the new plan horizon year of 2050.

Resulting product: Long Range Transportation Plan, list of projects to 2050, Financial Plan to 2050, Update to County's Non-Motorized Travel Policy.

Performing the work: Consultant Project

Time frame for completing the work: February 2025-February 2027

The cost of the work: \$2,050,000

Source(s) of funds: Local Funds

AGENCY: COUNTIES — MCHENRY COUNTY

Name of Project: McHenry County Prairie Trail Wayfinding Plan

Description of Planning Work: Develop a shared vision and strategy for a wayfinding plan for McHenry County's Prairie Trail.

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Resulting product: Consistent standards for planning, design, installation, and maintenance of wayfinding infrastructure across trail and active transportation networks.

Performing the work: McHenry County Conservation District, McHenry County Division of Transportation, and Naturally McHenry County, Consultant

The cost of the work: \$300,000

Source(s) of funds: SPR

AGENCY: CHICAGO TRANSIT AUTHORITY

Name of project: Bus Priority Corridor Study

Description of planning work: CTA is working with CDOT to complete a Bus Priority Corridor Study to advance planning for key bus corridors in the City of Chicago and identify concepts to dramatically improve bus service..

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

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

Time frame for completing the work: Q3 FY 2027

Source(s) of funds: \$575,000 Invest in Cook funds, \$737,397 IDOT Technical Services Grant, and \$184,349 CTA match; \$150,000 CTA bond

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

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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, 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: 79th 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 79th Street, in addition to a few locations on other corridors. Nine Bus Priority Zone projects were constructed in 2019 and 2020.

After securing additional funding, CTA and CDOT brought on a consultant team to manage the expansion of the BPZ Program in 2022. Priority zone locations and concepts within the corridors have been identified, with a phasing and implementation strategy underway.

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

Timeframe for completing the work: The final project report for 79th and Chicago Streets was completed in 2017, and construction of eight projects recommended in that report were completed in 2019, with another completed in 2020. Timeline for completing Phase II design and construction for the new corridors will be Q3 FY2025-Q2 FY2028.

Source(s) of funds: RTA Community Planning funding was used for analysis of Chicago Avenue and 79th 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.

Name of project: Bus Vision Project

Description of planning work: The first phase of the Bus Vision Project was an assessment of CTA’s current bus system. CTA engaged Jarrett Walker + Associates as a consultant to perform a comprehensive evaluation of our bus network and service. This study reviewed current service in the context of major shifts that have taken place over the last several decades including changes in population, land use, and within the mobility industry. It took a data-driven

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approach to identify service inefficiencies and opportunities to restructure transit service to better serve Chicago's needs.

The project is now beginning its second phase, which is focused on public outreach to facilitate a citywide conversation to help develop a shared vision for the future of bus service. It will include surveys, public meetings, and other mechanisms to solicit feedback from the public that can be synthesized to inform final recommendations for service policy and network changes.

Resulting product: Phase 1: A final project report containing an executive summary, technical memoranda, and recommendations; Phase 2: Incorporation of feedback and developing a set of recommendations to be included in a comprehensive final Bus Vision Recommendations Report.

Timeframe for completing the work: Phase 1: complete Q2 FY 2024; Phase 2: Q4 FY 2027

Source(s) of funds: Phase 1: CTA Operating Funds; Phase 2: Statewide Planning and Research (SPR) funding

Name of Project: Community Concessions Activation Program

Description of Planning Work: CTA possesses dozens of retail concession spaces in rail stations across its system that represent an underutilized asset in the post-pandemic transit environment. Rather than treating these spaces solely as revenue-generating leases, this program aims to reframe station concession spaces as rider friendly amenities that enhance rider experience, support local economic development, and strengthen stations as community hubs. Through economic market analysis and targeted stakeholder engagement, this program will develop site-specific strategies and a coordinated tenant recruitment campaign for five vacant retail spaces across the CTA system, ensuring recommended uses and tenants align with station context and community priorities.

Resulting product: A comprehensive site-specific report and tenant recruitment toolkit, including concession space use recommendations, target tenant profiles, branded marketing materials, and evaluation criteria for tenant solicitation.

Time frame for completing the work: Q2 FY 2027

The cost of the work: TBD

Source(s) of funds: CTA Operating Funds

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Name of project: Racine Green Line Station Feasibility Study

Description of planning work:

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

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

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

Timeframe for completing the work: Q4 FY2027

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

Source(s) of funds: \$2 million federal earmark (FFY 2023)

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

Description of planning work: 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

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for better utilization of newer communication technology that aligns with CDOT's intersection technology plans and minimization of equipment.

CTA consultant will utilize microsimulation software for real world TSP implementation along 53 new corridors, which will help provide a roadmap for future TSP deployment for CTA and CDOT, which will lead to more efficient and effective use of signal timing with maximum bus priority benefits. This work will focus on gaining a better understanding of the traffic signal parameter logic that governs TSP. Because traditional traffic modeling software is limited in its ability to assess the impact of a TSP system, this project's utilization of microsimulation software to more accurately and precisely model TSP on Chicago's grid will provide better understanding of bus priority benefits and general traffic impacts. Modeling different levels of TSP signal modifications will allow CTA and CDOT to develop more beneficial and efficient TSP timing standards, improving the effectiveness of TSP for the future. This microsimulation software analysis work is one of the many planning and design tasks under the fuller scope of work that CTA will utilize other grants, like RTA's CMAQ, for the funding to cover those additional work areas.

Resulting product: The consultant will 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: 3rd Quarter FY2026

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

Name of Project: RPM Next Phases NEPA

Description of Planning Work: CTA's Red and Purple Modernization (RPM) program is rebuilding and modernizing the century-old northern portion of the Red Line and the Purple Line. RPM is a significant regional transit investment that is increasing capacity and reliability of the system, bringing the rail lines into a state of good repair, reducing travel times, improving access to job markets and destinations, and providing improved access to people with disabilities. The program leverages FTA's Capital Investment Grant (CIG) Core Capacity program to bring significant federal transit funding to the region.

This project will manage the NEPA process to prepare the applicable documentation for either an EIS or an environmental assessment. The work will identify and analyze the plan for the corridor-wide improvements to be implemented with required community outreach, document preparation, and coordination with regulating agencies.

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Resulting product: Applicable NEPA documentation for either an Environmental Impact Statement or an environmental assessment

Time frame for completing the work: FY 2029

Source(s) of funds: IDOT Local Project Funding Grant

AGENCY: METRA

Name of project: Boarding and Alighting Counts / Targeted Station Ridership Counts

Description of planning work: Metra received IDOT SPR funding to complete systemwide Boarding and Alighting Counts in 2020. These counts help Metra to accurately measure current ridership, to determine the number of passengers that use each station, and to predict future ridership and trends. Systemwide counts were delayed due to COVID-19. Due to the changes in ridership and the expanded use of Metra's mobile ticketing through the Ventra app, Metra has determined that Targeted Station Ridership Counts will be a better use of resources. Accordingly, Metra and IDOT have worked to repurpose the funding for Boarding and Alighting Counts to Targeted Station Ridership Counts at select Metra stations using mobile phone counting sensors or cameras on train platforms. Devices will be set up at high ridership stations, including major destinations such as concerts, sporting events, and festivals that stress the transportation system and provide time of day estimates of station ridership. Results of the project will inform ridership demand, validate other station ridership sources, and serve as a proof of concept for emerging and innovative passenger count solutions Metra identified from responses to a 2023 Request for Information.

Resulting products: Electronic Station Ridership Tabulations, Station Ridership Metrics, Methodology Report, and Station Layout and Validation.

Performing the work: Consultant TBD, Metra staff.

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

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

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



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Name of Project: O'Hare Station Pedestrian Access & Station Concept Study

Description of Planning Work: The study will develop recommendations to enhance the functionality, accessibility, and future capacity of the Metra O'Hare Transfer station on the North Central Service Line. The study will focus on improving the overall user experience for Metra riders using the existing Metra O'Hare Transfer station and connecting the existing Airport Transit System, Multi Modal Facility, Kiss & Ride, and bus boarding area through better pedestrian circulation, intuitive wayfinding, and unified vertical connectivity. Additionally, the study will evaluate longer-term infrastructure enhancements at the Metra O'Hare Transfer station to support dedicated O'Hare Metra service and reflect recommendations from Metra's Systemwide Network Plan, currently in development. These infrastructure enhancements could include the addition of new tracks and platforms, train layover facilities, battery charging capabilities for trains, and further enhancements to the passenger experience.

Resulting product: Existing Condition Assessment / Analysis, Concept Plans, Implementation Strategy and Final Report

Performing the work: Metra is procuring a consultant team to complete the work with assistance from Metra staff.

Time frame for completing the work: Spring 2027

The cost of the work: \$937,500

Source(s) of funds: Community Project Funding and Metra / State of IL matching funds

Name of Project: Systemwide Network Plan

Description of Planning Work: Metra's Systemwide Network Plan is the next step toward defining how regional rail will operate on each of Metra's rail lines. The plan builds on a deep dive into travel behavior data and applies innovative service models to expand Metra's focus from a commuter-oriented service to provide travel options throughout the day and week for multiple trip purposes. The resulting plan will identify operating plans and capital improvements needed to implement regional rail service on each of Metra's rail lines.

Resulting product: Systemwide Network Plan

Performing the work: A consultant team is completing this work with leadership and assistance from Metra staff.

Time frame for completing the work: Spring 2026

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



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Source(s) of funds: Metra FTA formula funds

AGENCY: PACE

Name of project: ReVision, Pace Network Revitalization and Systemwide Restructuring Initiative

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

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

Resulting products: Develop recommended service changes as identified in the Network Revitalization and Systemwide Restructuring initiative. Plans will be implemented in phases as opposed to a single large scale service change.

Performing the work: Internal staff and consultants.

Time frame for completing the work: December 2026

Cost of the work: \$1.4 million

Source(s) of funds: FTA grant, Pace operating funds

Name of project: I-290 Express Bus Markets and Facilities Study

Description of planning work: Pace is hiring a consultant to investigate travel markets for potential express bus services within a five-mile radius of the I-290 expressway. The project limits are between the CTA Forest Park Blue Line Transit Center branching out as 'Y' to the Oak Brook Center/Cermak-Butterfield corridor and the Schaumburg/Woodfield region. These markets would include traditional commuters, reverse commuters, and intersuburban commuters. If these travel markets are large enough to support express bus services, Pace and the consultants will work with IDOT and other stakeholders to determine the location,



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dimension, use, operational capabilities, and estimated impacts of installing bus priority treatments along this section of I-290 as well as identify new passenger facilities that could connect these potential express bus routes to major travel destinations.

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

Performing the work: Internal staff and consultants.

Time frame for completing the work: February 2026

Cost of the work: \$210,000

Source(s) of funds: Section 5305(e) Technical Studies (Planning) Program, Pace operating funds

Name of project: I-55 and Harlem Avenue Inline Bus Rapid Transit Station Feasibility Study

Description of planning work: Pace is hiring a consultant to determine whether it is feasible to build an inline, bus rapid transit (BRT) station along I-55. If feasible and built, this station would provide ADA-accessible vertical access for its riders to a future Pace Pulse arterial BRT station below at street-level on Harlem Avenue. Passengers could then transfer between Pace express buses operating on I-55's left shoulders and Pace Pulse services on Harlem Avenue.

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

Performing the work: Consultant to be selected.

Time frame for completing the work: 2nd Quarter 2025

The cost of the work: \$150,000

Source(s) of funds: Section 5305(e) Technical Studies (Planning) Program, Pace operating funds

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.

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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 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.

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

Source(s) of funds: RTA; local match

Name of project: Human Services Transportation Plan Update

Description of planning work: The FTA requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers and other members of the public.” A locally developed, coordinated public transit-human services transportation plan (HSTP) identifies the transportation needs of individuals with disabilities, seniors and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. The RTA last updated the HSTP in 2021 and, in an effort to keep the HSTP in line with current trends and needs, the RTA is embarking on the process to update the HSTP, with an estimated completion date and RTA Board adoption in May 2026.

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

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

Time frame for completing the work: Project will commence in Fall 2024 and complete by May 2026

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

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

Name of Project: Joint Development Study

Description of Planning Work: The RTA, in cooperation with the three Service Boards (CTA, Metra, and Pace), will conduct a Joint Development study to assess the feasibility of and barriers to pursuing a role in real estate development, beyond explicit transportation uses, of transit agency owned property, including a joint development program. While joint development generally allows a transit agency to capture some of the economic value created by the transit system and use those funds to support the transit system's operations, this study will include ways a joint development program can advance the goals of equity and affordable housing near transit by either allowing joint "not for profit" development or "for profit" joint development wherein the funds generated would be used to advance affordable housing in market areas less attractive to "for profit" developers. These actions can be pursued by partnering with private entities through property sales, ground leases, air rights, rent concessions, etc.

Resulting product: A framework and approach for advancing a joint development program for the region's transit agencies.

Performing the work: Consulting firm under the direction of RTA staff.

Time frame for completing the work: work initiated in July 2025 and will wrap up in Fall 2026.

The cost of the work: \$340,000

Source(s) of funds: RTA Funds

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;



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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

AGENCY: VILLAGE OF HOFFMAN ESTATES

Name of project: Village of Hoffman Estates Comprehensive Multimodal Transportation Plan

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

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 commitments resulting from disproportionate impacts to the community bordering the I-80 bridges over the Des Plaines River. In coordination with the City of Joliet and with input from the community, the following scope of work describes the development of a conceptual redevelopment plan for the remaining unused land that will remain following demolition of the existing I-80 bridges. This redevelopment plan will detail needed zoning/land use or other policy changes that Joliet would need to implement, potential redevelopment opportunities, and detail how land is to be transferred in accordance with state statutes and local requirements that may apply. Task 1 - Community Vision and Goal Development - review existing documents to determine a draft vision and goal to ensure this plan coincides with existing plans. Task 2 - Community Needs and Prioritization - determining the community's connectivity needs. Task 3 - review and market assessment of vacant parcels and production of redevelopment alternatives at the conceptual level. Task 4- producing a planning level cost estimate and a list of short- and long-term improvements that is fiscally constrained. Task 5 - presenting the final recommendations to the community and developing a draft and final redevelopment report.

Resulting products: See above.

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The cost of the work: \$400,000

Source(s) of funds: SPR

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

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 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.

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The cost of the work: \$805,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF HOMER GLEN

Name of project: Homer Glen Comprehensive Transportation Plan

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

Resulting products: See above.

The cost of the work: \$150,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF SCHAUMBURG

Name of project: 90N District Transit and Micromobility Study

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

Resulting products: See above.

The cost of the work: \$125,000



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Source(s) of funds: SPR

AGENCY: CITY OF WAUKEGAN

Name of project: Sheridan Road/IL 137 Feasibility Study

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

Resulting products: See above.

The cost of the work: \$500,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF LA GRANGE PARK

Name of project: 31st Street Corridor Transportation Plan

Description of planning work: The 31st Street Corridor Transportation Plan will summarize potential safety concerns, mitigation strategies, and safety improvements based on a review of existing crash reports, physical observations of the existing roadways and intersections, and stakeholder outreach. The plan will also highlight potential implementation strategies, including descriptions of actions that should be taken to advance the recommended safety improvements and policy recommendations and potential funding streams for those improvements. Local stakeholder outreach will be key to understanding community needs and perspectives, ensuring that the resulting plan is inclusive and reflective of local priorities.

FY2027 Unified Work Program for Northeastern Illinois

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Resulting products: Comprehensive planning study

The cost of the work: \$225,000

Source(s) of funds: SPR

AGENCY: VILLAGE OF CHANNAHON

Name of project: Regional Intergovernmental Transportation Coordination Study

Description of planning work: This project will examine proposed industrial developments in the Channahon area and recommend transportation alternatives to accommodate growth and minimize impacts to the local community. Northeast Grundy County, Western Will County, and Southeast Kendall County are experiencing significant growth in industrial development that is expected to generate substantial additional truck traffic on state and local roadways that will impact safety, maintenance, and operations. This development is occurring in an area that is already home to a chemical corridor that requires regular air quality monitoring and the transport of hazardous materials. Transportation system capacity, emergency response, and system redundancy will be examined with the goal of maintaining safety and livability. The area jurisdictions strongly believe and are supportive of proactively being prepared to address critical infrastructure needs to avoid negative impacts. This planning study will seek to establish a framework for regional collaboration and identify partnership opportunities to pursue Federal, state, local and private sources of funds to address collective transportation infrastructure needs.

Resulting products: Comprehensive planning study

The cost of the work: \$400,000

Source(s) of funds: SPR



Appendix G: UWP development and monitoring processes

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

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

In July 2025, the UWP Committee updated the CMAP [Unified Work Program Development Methodology](#). The methodology establishes the schedule and process for the development and active program management of the UWP. The methodology will be reviewed annually by the committee to determine if any adjustments to the policies, procedures, or methodology are warranted prior to the opening of the next call for projects cycle. This periodic review ensures that the methodology remains aligned with federal and state requirements and the goals and objectives of the region.

The sources of federal planning funds allocated through the UWP are the FHWA and the FTA. The FY27 UWP awarded \$27.97 million in federal funding, along with the required 20 percent of non-federal matching funds, resulting in approximately \$34.96 million being dedicated to transportation planning in northeastern Illinois.

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Appendix H: Core budget details

Transportation Improvement Program

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Transportation Improvement Program (TIP)	28	\$3,745,692	\$1,164,155	\$4,909,846	\$3,927,877	\$981,969
CDOT	2	\$447,613	\$305,764	\$753,378	\$602,702	\$150,676
TIP Data Entry	0	\$0	\$0	\$0	\$0	\$0
Annual Obligations	<1	\$1,753	\$0	\$1,753	\$1,402	\$351
TIP Training	<1	\$7,011	\$0	\$7,011	\$5,608	\$1,402
TIP Internal Coordination	1	\$242,981	\$9,123	\$252,105	\$201,684	\$50,421
TIP External Coordination	0	\$0	\$259,510	\$259,510	\$207,608	\$51,902
TIP Public Participation	<1	\$2,128	\$2,718	\$4,846	\$3,877	\$969
CDOT STP Program	<1	\$193,741	\$34,413	\$228,154	\$182,523	\$45,631
CMAQ	8	\$802,673	\$845,245	\$1,647,918	\$1,318,335	\$329,584
Federal Transportation Funding	4	\$387,380	\$422,623	\$810,003	\$648,002	\$162,001
Transportation Improvement Program (TIP) Coordination	4	\$415,293	\$422,623	\$837,916	\$670,332	\$167,583
CoM	11	\$943,216	\$13,145	\$956,361	\$765,089	\$191,272
TIP Data Entry	2	\$144,463	\$0	\$144,463	\$115,570	\$28,893
Annual Obligations	<1	\$7,537	\$0	\$7,537	\$6,030	\$1,507
TIP Training	<1	\$37,144	\$1,021	\$38,165	\$30,532	\$7,633
TIP Internal Coordination	3	\$88,833	\$250	\$89,083	\$71,266	\$17,817
TIP External Coordination	<1	\$84,316	\$120	\$84,436	\$67,549	\$16,887
TIP Public Participation	<1	\$17,702	\$2,464	\$20,166	\$16,133	\$4,033
RTA 5310 Program Development	<1	\$7,984	\$0	\$7,984	\$6,387	\$1,597
CoM Reporting	1	\$133,938	\$1,545	\$135,483	\$108,386	\$27,097
CoM Federal Coordination	1	\$106,173	\$1,955	\$108,128	\$86,503	\$21,626
CoM STP Program	3	\$315,125	\$5,790	\$320,915	\$256,732	\$64,183

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CTA	4	\$1,032,131	\$0	\$1,032,131	\$825,704	\$206,426
TIP Data Entry	<1	\$23,175	\$0	\$23,175	\$18,540	\$4,635
Annual Obligations	<1	\$3,156	\$0	\$3,156	\$2,525	\$631
TIP Training	<1	\$16,302	\$0	\$16,302	\$13,042	\$3,260
TIP Internal Coordination	3	\$987,798	\$0	\$987,798	\$790,238	\$197,560
RTA 5310 Program Development	<1	\$1,699	\$0	\$1,699	\$1,359	\$340
Metra	2	\$427,342	\$0	\$427,342	\$341,874	\$85,468
TIP Data Entry	<1	\$50,008	\$0	\$50,008	\$40,007	\$10,002
Annual Obligations	<1	\$13,905	\$0	\$13,905	\$11,124	\$2,781
TIP Training	<1	\$2,982	\$0	\$2,982	\$2,386	\$596
TIP Internal Coordination	2	\$314,467	\$0	\$314,467	\$251,573	\$62,893
TIP Public Participation	<1	\$38,738	\$0	\$38,738	\$30,990	\$7,748
RTA 5310 Program Development	<1	\$7,242	\$0	\$7,242	\$5,794	\$1,448
Pace	1	\$92,717	\$0	\$92,717	\$74,173	\$18,543
TIP Data Entry	<1	\$2,020	\$0	\$2,020	\$1,616	\$404
Annual Obligations	<1	\$6,455	\$0	\$6,455	\$5,164	\$1,291
TIP Training	<1	\$842	\$0	\$842	\$673	\$168
TIP Internal Coordination	<1	\$80,297	\$0	\$80,297	\$64,237	\$16,059
TIP External Coordination	<1	\$3,103	\$0	\$3,103	\$2,483	\$621

FY2027 Unified Work Program for Northeastern Illinois

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Metropolitan Transportation Plan

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Metropolitan Transportation Plan (MTP)	52	\$5,002,976	\$8,482,530	\$13,485,507	\$10,788,405	\$2,697,101
CDOT	1	\$156,180	\$241,982	\$398,162	\$318,529	\$79,632
MTP Data	<1	\$40,649	\$53,559	\$94,208	\$75,367	\$18,842
MTP Coordination	<1	\$112,952	\$185,024	\$297,976	\$238,381	\$59,595
MTP Public Participation	<1	\$2,579	\$3,398	\$5,978	\$4,782	\$1,196
CMAQ	48	\$4,381,850	\$8,239,479	\$12,621,329	\$10,097,063	\$2,524,266
Air Quality Forecasting and Analysis	<1	\$20,652	\$128,742	\$149,394	\$119,515	\$29,879
Building Capacity	5	\$427,199	\$858,279	\$1,285,478	\$1,028,382	\$257,096
Community Resilience	5	\$489,078	\$858,279	\$1,347,357	\$1,077,886	\$269,471
Coordinated Land Use Strategies	5	\$472,072	\$858,279	\$1,330,351	\$1,064,281	\$266,070
Economic Competitiveness	5	\$469,767	\$858,279	\$1,328,046	\$1,062,437	\$265,609
Infrastructure Resilience	<1	\$10,892	\$42,914	\$53,806	\$43,045	\$10,761
Integrated Mobility and Growth	4	\$408,309	\$686,623	\$1,094,932	\$875,946	\$218,986
Land Use Forecasting and Analysis	5	\$530,077	\$858,279	\$1,388,356	\$1,110,685	\$277,671
Safe and Complete Streets	3	\$231,811	\$514,967	\$746,778	\$597,423	\$149,356
Safe Systems	3	\$245,079	\$514,967	\$760,046	\$608,037	\$152,009
Transportation Investment Strategies	6	\$547,878	\$1,029,935	\$1,577,813	\$1,262,250	\$315,563
Travel Demand Forecasting	6	\$529,036	\$1,029,935	\$1,558,971	\$1,247,177	\$311,794
CoM	3	\$328,200	\$1,070	\$329,270	\$263,416	\$65,854
MTP Data	<1	\$17,460	\$0	\$17,460	\$13,968	\$3,492
MTP Coordination	2	\$269,006	\$370	\$269,376	\$215,500	\$53,875
MTP Public Participation	<1	\$41,734	\$700	\$42,434	\$33,948	\$8,487

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CTA	<1	\$91,070	\$0	\$91,070	\$72,856	\$18,214
MTP Data	<1	\$26,111	\$0	\$26,111	\$20,889	\$5,222
MTP Coordination	<1	\$64,958	\$0	\$64,958	\$51,967	\$12,992
Metra	<1	\$45,677	\$0	\$45,677	\$36,541	\$9,135
MTP Data	<1	\$28,696	\$0	\$28,696	\$22,957	\$5,739
MTP Coordination	<1	\$9,415	\$0	\$9,415	\$7,532	\$1,883
MTP Public Participation	<1	\$7,566	\$0	\$7,566	\$6,053	\$1,513

Congestion management process

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Congestion Management Process (CMP)	5	\$419,118	\$459,956	\$879,074	\$703,259	\$175,815
CMAQ	3	\$361,248	\$0	\$361,248	\$288,998	\$72,250
Transportation Network Efficiencies (2018.004)	3	\$361,248	\$0	\$361,248	\$288,998	\$72,250
CoM	<1	\$7,868	\$0	\$7,868	\$6,294	\$1,574
CMP Data	<1	\$7,868	\$0	\$7,868	\$6,294	\$1,574
Pace	<1	\$50,002	\$459,956	\$509,958	\$407,967	\$101,992
CMP Data	<1	\$50,002	\$459,956.28	\$509,958	\$407,967	\$101,992

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Performance monitoring

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Performance Monitoring (PM)	7	\$593,938	\$509,190	\$1,103,128	\$882,503	\$220,626
CMAP	2	\$210,806	\$508,710	\$719,516	\$575,613	\$143,903
Achieving Performance Outcomes	2	\$210,806	\$508,710	\$719,516	\$575,613	\$143,903
CoM	2	\$115,942	\$480	\$116,422	\$93,138	\$23,284
PM Data	1	\$29,726	\$0	\$29,726	\$23,781	\$5,945
CoM PM coordination	1	\$86,216	\$480	\$86,696	\$69,357	\$17,339
CTA	<1	\$56,056	\$0	\$56,056	\$44,845	\$11,211
PM Data	<1	\$56,056	\$0	\$56,056	\$44,845	\$11,211
Metra	1	\$121,059	\$0	\$121,059	\$96,847	\$24,212
PM Data	1	\$121,059	\$0	\$121,059	\$96,847	\$24,212
Pace	1	\$90,075	\$0	\$90,075	\$72,060	\$18,015
PM Data	1	\$90,075	\$0	\$90,075	\$72,060	\$18,015

FY2027 Unified Work Program for Northeastern Illinois
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Public participation

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Public Participation (PP)	9	\$896,776	\$2,120,365	\$3,017,141	\$2,413,713	\$603,428
CDOT	<1	\$21,280	\$27,181	\$48,461	\$38,769	\$9,692
PP assistance	<1	\$21,280	\$27,181	\$48,461	\$38,768	\$9,692
CMAP	6	\$619,082	\$2,087,889	\$2,706,971	\$2,165,577	\$541,394
Engagement	1	\$113,359	\$347,982	\$461,341	\$369,072	\$92,268
Thriving Communities	5	\$505,723	\$1,739,908	\$2,245,631	\$1,796,504	\$449,126
CoM	2	\$242,850	\$5,295	\$248,145	\$198,516	\$49,629
PP assistance	2	\$219,275	\$560	\$219,835	\$175,868	\$43,967
CoM PP expenses	<1	\$23,575	\$4,735	\$28,310	\$22,648	\$5,662
Metra	<1	\$13,564	\$0	\$13,564	\$10,851	\$2,713
PP assistance	<1	\$13,564	\$0	\$13,564	\$10,851	\$2,713

FY2027 Unified Work Program for Northeastern Illinois

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Operational expenses

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Operations (Ops)	34	\$3,469,347	\$7,388,230	\$10,807,577	\$8,646,062	\$2,161,515
CMAQ	32	\$1,461,924	\$8,761,320	\$10,223,244	\$8,178,596	\$2,044,649
Communications	6	\$599,630	\$795,518	\$1,395,148	\$1,116,119	\$279,030
Content Strategy and Development	2	\$192,595	\$265,173	\$457,768	\$366,214	\$91,554
Data Science	<1	\$40,067	\$251,914	\$291,981	\$233,585	\$58,396
Executive Operations	14	\$1,412,709	\$1,856,209	\$3,268,918	\$2,615,134	\$653,784
Financial Planning and Analysis	5	\$528,316	\$662,932	\$1,191,248	\$952,998	\$238,250
Information Technology	<1	\$35,028	\$4,518,557	\$4,553,585	\$3,642,868	\$910,717
Intergovernmental Affairs	3	\$360,630	\$397,759	\$758,389	\$606,711	\$151,678
People and Culture	<1	\$4,000	\$13,259	\$17,259	\$13,807	\$3,452
CoM	2	\$296,372	\$245,602	\$541,974	\$433,579	\$108,395
CoM Operations	2	\$296,372	\$227,378	\$523,750	\$419,000	\$104,750
Personnel Reserve	0	\$0	\$18,224	\$18,224	\$14,580	\$3,645
Metra	0	\$0	\$42,358	\$42,358	\$33,887	\$8,472
Personnel Reserve	0	\$0	\$42,358	\$42,358	\$33,887	\$8,472

Detailed descriptions of the CMAQ programs under each UWP activity can be found in the FY2027 CMAQ Budget and regional work plan [here](#).

FY2026 Unified Work Program for Northeastern Illinois

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Agency totals (core program)

Agency	Personnel	Expenses	Total
CDOT	\$625,074	\$574,926	\$1,200,000
Transportation Improvement Program (TIP)	\$447,613	\$305,764	\$753,378
Metropolitan Transportation Plan (MTP)	\$156,180	\$241,982	\$398,162
Public Participation (PP)	\$21,280	\$27,181	\$48,461
CMAP	\$9,548,634	\$18,731,593	\$28,280,227
Transportation Improvement Program (TIP)	\$802,673	\$845,245	\$1,647,918
Metropolitan Transportation Plan (MTP)	\$4,381,850	\$8,239,479	\$12,621,329
Congestion Management Process (CMP)	\$361,248	\$0	\$361,248
Performance Monitoring (PM)	\$210,806	\$508,710	\$719,516
Public Participation (PP)	\$619,082	\$2,087,889	\$2,706,971
Operations (Ops)	\$3,172,975	\$7,050,269	\$10,223,244
CoM	\$1,934,448	\$265,592	\$2,200,040
Transportation Improvement Program (TIP)	\$943,216	\$13,145	\$956,361
Metropolitan Transportation Plan (MTP)	\$328,200	\$1,070	\$329,270
Congestion Management Process (CMP)	\$7,868	\$0	\$7,868
Performance Monitoring (PM)	\$115,942	\$480	\$116,422
Public Participation (PP)	\$242,850	\$5,295	\$248,145
Operations (Ops)	\$296,372	\$245,602	\$541,974
CTA	\$1,179,256	\$0	\$1,179,256
Transportation Improvement Program (TIP)	\$1,032,131	\$0	\$1,032,131
Metropolitan Transportation Plan (MTP)	\$91,070	\$0	\$91,070
Performance Monitoring (PM)	\$56,056	\$0	\$56,056
Metra	\$607,642	\$42,358	\$650,000
Transportation Improvement Program (TIP)	\$427,342	\$0	\$427,342
Metropolitan Transportation Plan (MTP)	\$45,677	\$0	\$45,677
Performance Monitoring (PM)	\$121,059	\$0	\$121,059
Public Participation (PP)	\$13,564	\$0	\$13,564
Operations (Ops)	\$0	\$42,358	\$42,358
Pace	\$232,794	\$459,956	\$692,750
Transportation Improvement Program (TIP)	\$92,717	\$0	\$92,717
Congestion Management Process (CMP)	\$50,002	\$459,956	\$509,958
Performance Monitoring (PM)	\$90,075	\$0	\$90,075

Appendix I: Programs continuing from FY2026

The following program areas may continue utilizing funding allocated in the FY2026 UWP through December 31, 2026.

Transportation Improvement Program (TIP)
Federal Transportation Funding
Transportation Improvement Program (TIP) Coordination
Metropolitan Transportation Plan (MTP)
Air Quality Forecasting and Analysis
Building Capacity
Community Resilience
Coordinated Land Use Strategies
Economic Competitiveness
Infrastructure Resilience
Integrated Mobility and Growth
Land Use Forecasting and Analysis
Safe and Complete Streets
Transportation Investment Strategies
Travel Demand Forecasting
Congestion Management Process (CMP)
Transportation Network Efficiencies
Performance Monitoring (PM)
Achieving Performance Outcomes
Public Participation (PP)
Thriving Communities
Operations (Ops)
Achieving Performance Outcomes
Community Resilience
Data Science
Federal Transportation Funding Programs
Financial Planning and Analysis
Operations (Accounting)