

FY2026

Northeastern Illinois Unified Work Program for Transportation Budget

Adopted January 9, 2025



Chicago Metropolitan
Agency for Planning

FY2026 Unified Work Program for Northeastern Illinois

State Fiscal Year (July 1, 2025 – June 30, 2026)

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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Chicago Metropolitan
Agency for Planning

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Section I: Executive summary

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to state and local sources. Federal dollars require a 20 percent non-federal match. The UWP funds are allocated for operating activities and contractual services. The Illinois Department of Transportation (IDOT) requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2025, to June 30, 2026).

This UWP was developed by staff in accordance with [23 CFR § 450.308](#), the IDOT Metropolitan Planning Organization [Cooperative Operations Manual](#), and the UWP development methodology established by CMAP's UWP Committee in October 2023. The UWP Committee consists of eight voting members who represent the City of Chicago, the Chicago Transit Authority (CTA), Metra, Pace, CMAP, the Regional Transportation Authority (RTA), the Regional Council 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.

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

The staff-developed UWP was reviewed by the UWP Committee on December 11, 2024, and forwarded to the CMAP Transportation Committee for consideration on December 20, 2024. The CMAP Board reviewed the UWP as part of CMAP's comprehensive budget, which was approved on February 12, 2025. The MPO Policy Committee approved the UWP on January 9, 2025.

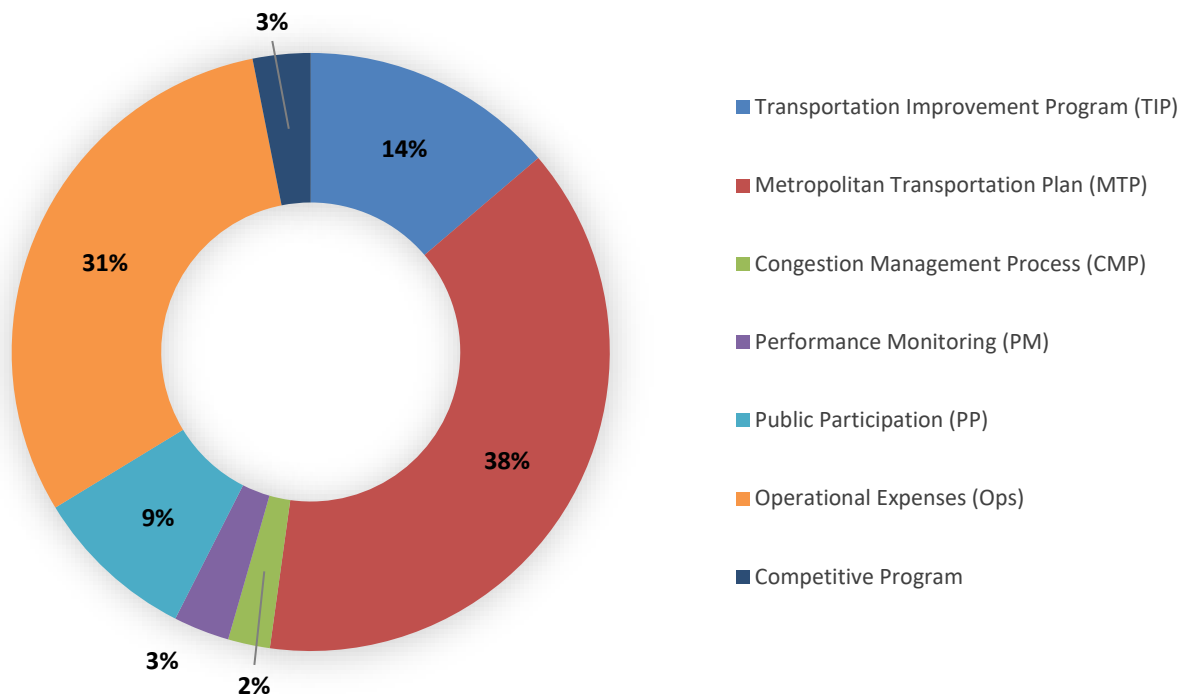


FY2026 Funding summary

The FY26 UWP budget totals \$34,251,215. This includes \$27,400,972 in FHWA and FTA metropolitan planning funds and \$6,850,243 in state and local matching funds. It is anticipated that the State of Illinois will pass a budget for FY26 that includes this funding.

Core planning activities make up 97% of the proposed budget, with other transportation planning activities identified through the competitive program filling the remaining 3% of the program. Figure 1 below illustrates the share of funding by major activity.

Figure 1. FY2026 UWP budget by major activity



FY26 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. FY2026 UWP budget by agency

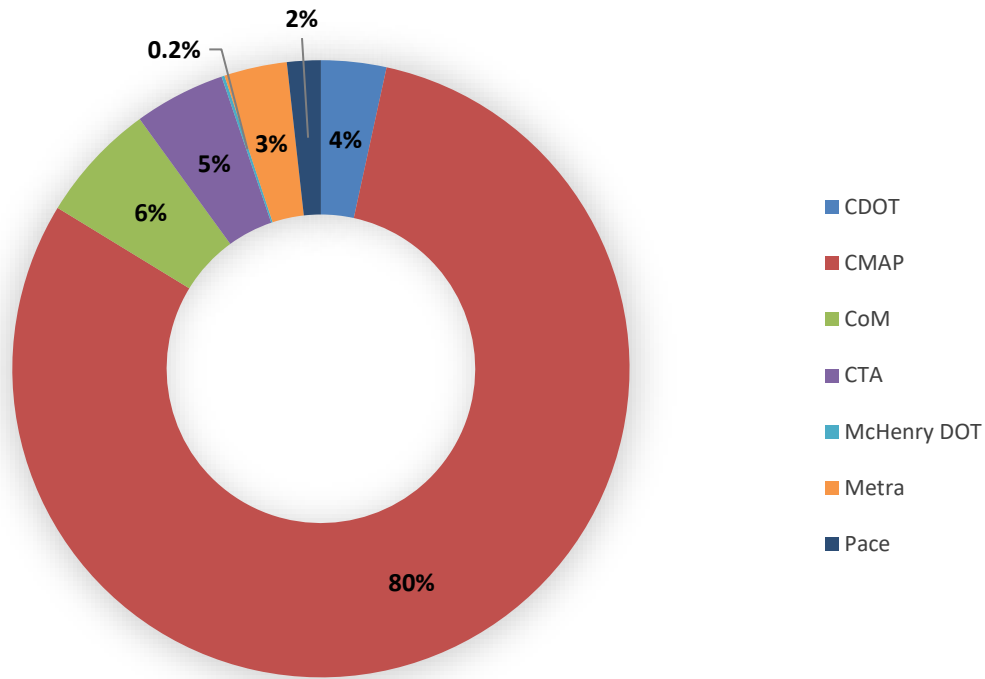
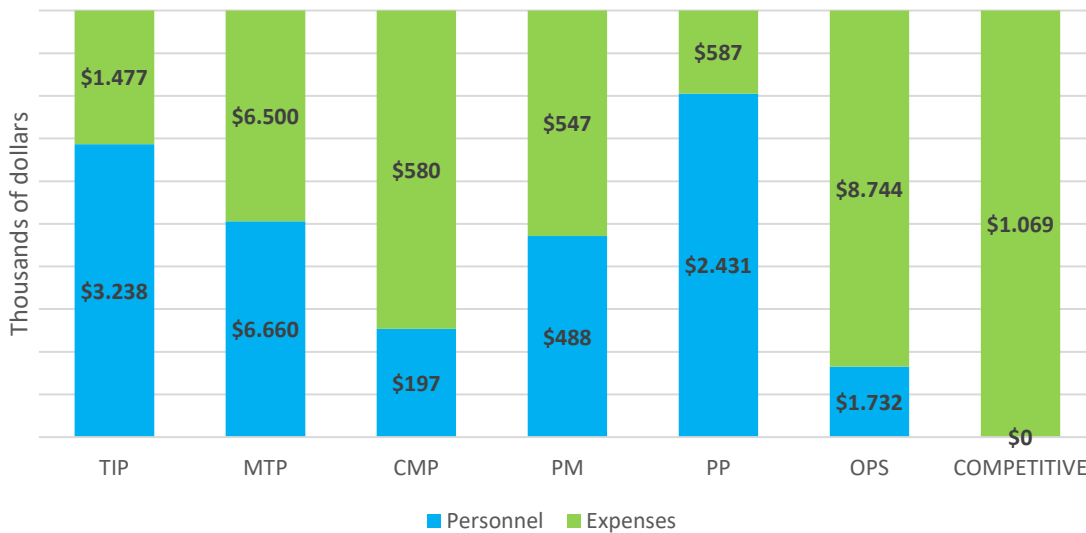
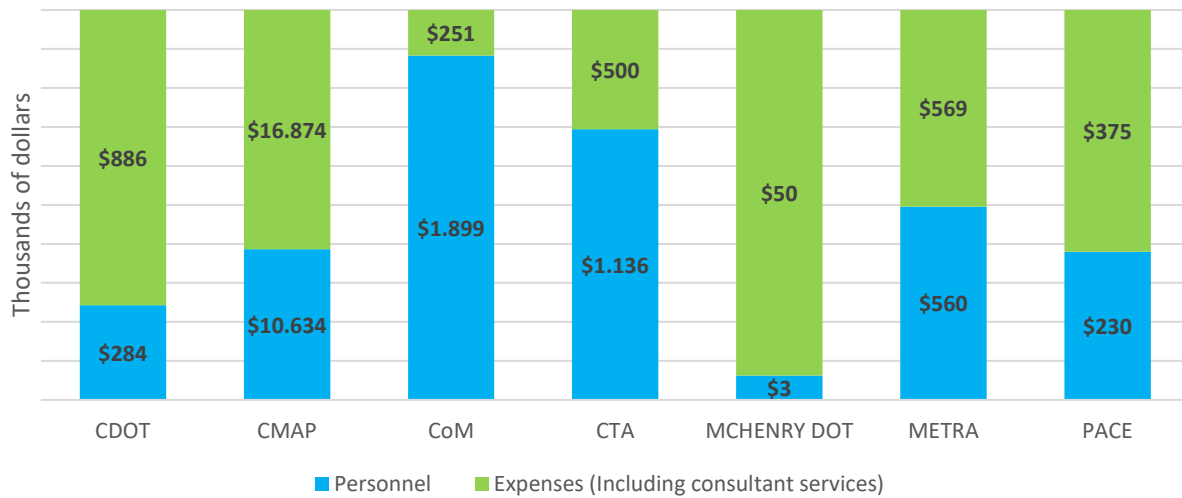


Figure 3. Personnel vs. expense costs, by activity



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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 metropolitan planning organizations to spend not less than 2.5% of federal metropolitan planning funds apportioned to them annually, to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities are primarily accomplished through the competitive program. For FY2026, \$856,280 must be allocated for these activities. Within the competitive program, \$1,069,000 is programmed for these activities. Within CMAP's Metropolitan Transportation Plan core program, there is more than \$700,000 budgeted for the Safe and Complete Streets and Safe Systems program areas. These programs contribute to increasing safe and accessible options within the region.

Section II: FY2026 Core program

Introduction

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

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

Table 1. FY26 core budget by activity

	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Transportation Improvement Program	\$3,238	\$1,477	\$4,715	\$3,772	\$943
Metropolitan Transportation Plan	\$6,660	\$6,500	\$13,160	\$10,528	\$2,632
Congestion Management Process	\$197	\$580	\$777	\$622	\$155
Performance Monitoring	\$488	\$547	\$1,036	\$828	\$207
Public Participation	\$2,431	\$587	\$3,018	\$2,415	\$604
Operational Expenses	\$1,732	\$8,744	\$10,477	\$8,381	\$2,095
GRAND TOTAL	\$14,746	\$18,436	\$33,182	\$26,546	\$6,636

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 the accomplishments, including the annual obligation of federal funds. This category also

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

Major deliverables

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

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	2	\$204	\$599	\$803	\$642	\$161
CMAP	8	\$737	\$866	\$1,603	\$1,282	\$321
CoM	7	\$803	\$12	\$816	\$653	\$163
CTA	4	\$1,006	\$0	\$1,006	\$805	\$201
Metra	2	\$397	\$0	\$397	\$318	\$79
Pace	1	\$90	\$0	\$90	\$72	\$18
TIP total	24	\$3,238	\$1,477	\$4,715	\$3,772	\$943

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	CMAQ	Ongoing
Corridor Development Office for the I-290/Blue Line corridor	CMAQ	Ongoing
Technical assistance program	CMAQ	Ongoing
Transportation investment strategies	CMAQ	Ongoing
Travel demand forecasting	CMAQ	Ongoing
Subregional modeling data	McHenry DOT	As needed
Ridership, socioeconomic, emissions modeling, etc. data required for MTP	Metra	Upon request by CMAQ

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CDOT	1	\$71	\$258	\$329	\$263	\$66
CMAQ	61	\$6,096	\$6,181	\$12,277	\$9,821	\$2,455
CoM	3	\$373	\$11	\$384	\$307	\$77
CTA	0	\$76	\$0	\$76	\$60	\$15
McHenry DOT	0	\$2	\$50	\$52	\$42	\$10
Metra	0	\$42	\$0	\$42	\$34	\$8
MTP total	66	\$6,660	\$6,500	\$13,160	\$10,528	\$2,632

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.

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Major deliverables

Description	Responsible agencies	Schedule
CMP update	CMAP	Ongoing
Subregional data	McHenry DOT, Metra	As needed
Shared mobility program	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	1	\$146	\$205	\$351	\$281	\$70
McHenry DOT	<1	\$0.8	\$0	\$0.8	\$0.6	\$0.2
Pace	1	\$50	\$375	\$425	\$40	\$10
CMP total	2	\$197	\$580	\$777	\$322	\$80

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.	Metra	Ongoing
Pace Bus Transit Asset Management Plan program administration	Pace	Ongoing

Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	1	\$153	\$547	\$700	\$560	\$140
CoM	<1	\$84	\$0	\$84	\$67	\$17
CTA	<1	\$54	\$0	\$54	\$43	\$11
Metra	1	\$108	\$0	\$108	\$86	\$22
Pace	1	\$90	\$0	\$90	\$72	\$18
PM total	4	\$488	\$547	\$1,036	\$828	\$207

Note: All figures in thousands of dollars.

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Public participation (PP)

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

Major deliverables

Description	Responsible agencies	Schedule
Agenda management and committee support	CMAP	Ongoing
CMAP data hub	CMAP	Ongoing
CMAP website and social media platforms	CMAP	Ongoing
Local government network	CMAP	Ongoing
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	\$10	\$29	\$38	\$31	\$8
CMAP	17	\$2,082	\$547	\$2,629	\$2,103	\$526
CoM	3	\$327	\$8	\$334	\$267	\$67
Metra	<1	\$13	\$0	\$13	\$10	\$3
PP total	20	\$2,431	\$583	\$3,014	\$2,412	\$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

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Budget overview

Agency	FTE	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CMAP	12	\$1,420	\$8,524	\$9,944	\$7,955	\$1,989
CoM	2	\$312	\$220	\$532	\$426	\$106
Ops total	14	\$1,732	\$8,744	\$10,477	\$8,381	\$2,095

Note: All figures in thousands of dollars.

Section III: FY2025-2029 Competitive program

Introduction

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

Beginning with development of the FY2025 UWP, CMAP 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. This includes 2.5% of the region's annual metropolitan planning funds, which will be programmed only for activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

During the call for FY2025-2029 competitive projects, only four applications were received. Three of the four applications included requests for funding to be programmed in FY2026. All projects were recommended for funding, as summarized below. Descriptions of the projects follow the funding summary.

Table 2. Recommended FY2025-2029 UWP competitive program

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

Note: All figures in thousands of dollars.

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

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

Proposed schedule

Procurement:	01/01/2024 - 05/31/2024
Completion of work:	07/01/2024 - 06/30/2025
Initial invoice:	7/31/2025
Final invoice:	6/30/2026

Budget summary

	FY25	FY26	FY27	FY28	FY29	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$250	\$500	\$0	\$0	\$0	\$750
Total	\$250	\$500	\$0	\$0	\$0	\$750

Note: All figures in thousands of dollars.

Project deliverables

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

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

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

	FY25	FY26	FY27	FY28	FY29	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$0	\$509	\$242	\$0	\$0	\$750
Total	\$0	\$509	\$242	\$0	\$0	\$750

Note: All figures in thousands of dollars.

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Project deliverables

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

Metra: Targeted Station Ridership Counts

The project will collect ridership counts at approximately 30 select Metra stations, using mobile phone counting sensors or cameras on train platforms. Devices will be set up at high ridership stations, including major destinations such as concerts, sporting events, and festivals that stress the transportation system and provide time of day estimates of station ridership. Project results will inform ridership demand, validate other station ridership sources, and serve as a proof of

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concept for emerging and innovative passenger count solutions Metra identified from responses to a 2023 request for information.

Proposed schedule

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

Budget summary

	FY25	FY26	FY27	FY28	FY29	Total
Agency personnel	\$0	\$0	\$0	\$0	\$0	\$0
Agency expenses	\$0	\$0	\$0	\$0	\$0	\$0
Consultant services	\$165	\$60	\$0	\$0	\$0	\$225
Total	\$165	\$60	\$0	\$0	\$0	\$225

Note: All figures in thousands of dollars.

Project deliverables

Deliverable name	Partners that will also use this deliverable	How CMAP can use this deliverable	How partners can use this deliverable
Electronic Station Ridership Tabulations	CMAP, RTA, CTA, Pace, municipalities, counties	Updated straight counts for daily ridership at select stations for post-COVID travel patterns.	The ridership metrics will help partners understand travel demand at local Metra stations and incorporate updated ridership data into future transportation plans. The data will also help inform help municipal governments by providing a clearer understanding of travel patterns and demand at and near Metra stations.
Station Ridership Metrics	CMAP, RTA, CTA, Pace, municipalities, counties	Understand hourly and crowding counts at select stations for post-COVID travel patterns.	The ridership metrics will help partners understand travel demand times and mode of access to Metra stations, help service boards plan for transfer service during transfer-heavy periods, and incorporate updated ridership data into future transportation plans. The data will also help inform

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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
			help set and inform TOD policies for municipal governments by providing a clearer understanding of travel patterns and demand at and near Metra stations.
Methodology Report	CMAP, RTA	Understand new data collection process for ridership to understand ridership habits through new counting process. Understand ridership trends through new lenses including platform crowding and hourly ridership at select stations.	This new method of data collection through cameras and cell phones will provide more granular counts and set a precedent for future data collections done by Metra, RTA, and CMAP to understand how and when people move through our region and utilize transit.
Station Layout and Validation	Internal	Internal	Internal

Appendix A: Local match sources

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/>

Metra: <https://metra.com/title-vi-of-civil-rights-act>

Pace: <https://www.pacebus.com/titleVIpolicy>

Appendix C: Staff requirement summary table

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

Agency	Total staff hours	FTEs
CDOT	5,456	3
CMAP	166,102	101
Council of Mayors	29,098	16
CTA	9,245	5
McHenry DOT	32	< 1
Metra	6,309	3
Pace	4,367	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
COG	Council of Government
CREATE Program	Chicago Region Environmental and Transportation Efficiency Program
CTA	Chicago Transit Authority
DOT	Department of Transportation
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
PMO	Project/Program Management Office
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 below and summarized on the following pages.

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	Regional Safety Data Project Safe Streets for All Electronic Transportation Improvement Program (eTIP) Software
Counties	Will County Electric Vehicle Readiness 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 DuPage Trails Count Program Kane County DOT Asset Management Plan
CTA	Englewood Line Racine Station Restoration Project Bus Priority Corridor Study Bus Priority Zones Roadmap for Transit Signal Priority (TSP)
Metra	Boarding and Alighting Counts / Targeted Station Ridership Systemwide
Pace	ReVision, Network Revitalization and Systemwide Restructuring Initiative Pace ADA Paratransit Service and Vanpool Service CSI Survey I-290 Express Bus Market Feasibility Study
RTA	Community Planning Program Human Services Transportation Plan Update Transit Friendly Communities Guide Transit Information for Riders Review Customer Satisfaction Survey
Other	Oswego Pavement Condition Survey and Asset Inventory Collection Vision Zero Oak Park Village of Hoffman Estates Comprehensive Multimodal Transportation Plan

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Other (cont.)	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
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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. 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.

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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 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.

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

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

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

- N. Michigan Avenue (Eastern boundary)
- E. Randolph Street (Northern boundary)
- W. Washington Street (Southern boundary)
- N. LaSalle Street (Western boundary)

Work will be conducted through four primary tasks:

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

Resulting product: See above.

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

Time frame for completing the work: 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 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:

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- 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

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



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

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

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

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

Cost of the work: \$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



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AGENCY: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Name of project: CMAP Regional Safety Data Project

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

Cost of the work: \$463,000

Source(s) of funds: SPR

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

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

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

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transportation system impacts (e.g., system connectivity, safety), and planning-level costs. Finally, the study team will produce a report summarizing the existing conditions and needs identification, the alternatives considered, and the final preferred alternative, and any needs for additional future analysis, emerging from the public engagement feedback.

Resulting product: Report.

Performing the work: Consultant.

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

The cost of the work: \$260,000

Source(s) of funds: State motor fuel tax

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

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Name of project: Chicago Regional Mobility Hubs Framework Study

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

Resulting product: Mobility Hub Framework and Policy report for the entire six-county RTA service area; 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

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AGENCY: COUNTIES — DUPAGE COUNTY

Name of project: DuPage County Trails Count Program

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

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

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 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.

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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

AGENCY: CHICAGO TRANSIT AUTHORITY

Name of project: Englewood Line Racine Station Restoration Project

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

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

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

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

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Timeframe for completing the work: 2nd Quarter FY2026

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

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

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

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

Time frame for completing the work: 4th Quarter FY2025

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

Name of project: Bus Priority Zone Program

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

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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 38implementation strategy underway.

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

Timeframe for completing the work: The final project report for 79th and Chicago Streets was completed in 2017, and construction of eight projects recommended in that report were completed in 2019, with another completed in in 2020. Timeline for completing Phase II design and construction for the new corridors will be Q3 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: Roadmap for Transit Signal Priority (TSP) at CTA

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

CTA has collaborated with the Chicago Department of Transportation (CDOT) on TSP over the last several years implementing TSP along Jeffery Boulevard in 2014, South Ashland Avenue in 2016, and Western Ave in 2018. The existing TSP architecture, however, is becoming unreliable



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and obsolete. CTA and CDOT are committed to maintaining the current TSP system, but both agencies understand the need for new technology to be applied in future years as the field has advanced greatly since CTA began implementation. CTA and CDOT have been investigating centralized architecture which allow for better utilization of newer communication technology that aligns with CDOT's intersection technology plans and minimization of equipment.

CDOT and CTA were awarded one of FHWA's Advanced Transportation and Congestion Mitigation Technologies Deployment (ATCMTD) 2022 grants for a Centralized TSP Pilot Program, and CTA is now updating the original planned scope for the SPR-funded work. This ATCMTD pilot program involves using existing updated signal infrastructure that will lay out the groundwork for faster implementation of TSP at more intersections. Three corridors have already been chosen due to their interconnected network and new infrastructure. Under the SPR grant, the original scope involved a consultant developing a Roadmap specifically for a centralized TSP architecture. CTA is now revising the scope to be more complementary with the set efforts in testing centralized TSP covered by the ATCMTD grant. After CTA's recent collaboration with CDOT on pilot test intersections for the North/Central Ashland Avenue decentralized TSP project, CTA understands how to proceed with a revised scope to improve overall TSP effectiveness with respect to the traffic signal parameters and the traffic software analysis.

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

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

Timeframe for completing the work: 3rd Quarter FY2025

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

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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.]

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.

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Performing the work: Internal staff and consultants.

Time frame for completing the work: October 2026

Cost of the work: \$1.2 million

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

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

Description of planning work: The study is to conduct comprehensive customer survey to provide continued evaluation of service performance through the eyes of Pace ADA and Vanpool customers so their transportation needs can be met, loyalty strengthened, and ridership increased.

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

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

Time frame for completing the work: May 2023 to April 2025.

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

Performing the work: Internal staff and consultants

Cost of the work: \$150,000

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

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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 three-mile radius of the I-290 expressway between IL171/First Avenue in Forest Park and the I-355 junction in Addison. 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, 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: 2nd Quarter 2025

Cost of the work: \$250,000

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. 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 December 2025.

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

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

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

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

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

Name of project: Transit Friendly Communities Guide

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

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

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

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

The cost of the work: \$138,000

Source(s) of funds: 100% RTA funding



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Name of project: Transit Information for Riders Review

Description of planning work: This Travel Information for Riders study will identify various ways to improve customer information provided during a transit trip in the Chicago region on CTA, Metra, and Pace. For our regional transit system to work seamlessly, information must be consistent across the service providers. Stakeholder working groups made clear that communications improvements were needed before, during and at the end of trips. Customers riding each Service Board should feel comfortable using other Service Board services in terms of real time information provided at the station; on buses and trains; signage identifying service; and audio/visual information. This study will identify a set of low-cost improvements that can be quickly implemented with limited infrastructure as well as identifying potential long-term investments. These improvements will also help support communities' efforts to improve the area around their transit stations/stops.

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

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

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

The cost of the work: \$280,000

Source(s) of funds: 100% RTA funding

Name of project: Customer Satisfaction Survey

Description of planning work: Electronic and onboard surveying of transit riders.

Resulting product: Reports and transit rider demographic data.

Performing the work: Consultant.

Time frame for completing the work: Ongoing

The cost of the work: \$600,000

Source(s) of funds: local

AGENCY: VILLAGE OF OSWEGO

Name of project: Oswego Pavement Condition Survey and Asset Inventory Collection

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

Resulting products: See above.

The cost of the work: \$117,500

Source(s) of funds: SPR

AGENCY: VILLAGE OF OAK PARK

Name of project: Vision Zero Oak Park

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

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

Resulting products: See above.

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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

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.

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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.

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

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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.

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.



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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

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

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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



Appendix G: UWP development, monitoring, and reporting processes

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

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

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

The sources of federal planning funds allocated through the UWP are the FHWA and the FTA. The FY26 UWP awarded \$27.4 million in federal funding, along with the required 20 percent of local matching funds, resulting in approximately \$34.3 million being dedicated to transportation planning in northeastern Illinois.

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

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Appendix H: Core budget details

Transportation Improvement Program

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Transportation Improvement Program (TIP)	24	\$3,237,527	\$1,477,254	\$4,714,781	\$3,771,825	\$942,956
CDOT	2	\$204,040	\$598,737	\$802,777	\$642,222	\$160,555
TIP Data Entry	0	\$0	n/a	\$0	\$0	\$0
Annual Obligations	< 1	\$800	n/a	\$800	\$640	\$160
TIP Training	< 1	\$3,201	\$9,629	\$12,830	\$10,264	\$2,566
TIP Internal Coordination	1	\$110,767	\$305,586	\$416,353	\$333,082	\$83,271
TIP Public Participation	< 1	\$954	\$2,869	\$3,823	\$3,058	\$765
CDOT STP Program	1	\$88,318	\$280,653	\$368,971	\$295,177	\$73,794
CMAQ	8	\$736,800	\$866,144	\$1,602,944	\$1,282,355	\$320,589
Emissions Forecasting and Analysis	< 1	\$14,559	\$2,513	\$17,072	\$13,658	\$3,414
Federal Transportation Funding Programs	3	\$299,471	\$89,974	\$389,444	\$311,555	\$77,889
Land Use Forecasting and Analysis	< 1	\$1,055	\$215	\$1,270	\$1,016	\$254
Operations	< 1	\$49,561	\$11,695	\$61,256	\$49,005	\$12,251
Transportation Improvement Program (TIP) Coordination	4	\$356,132	\$759,104	\$1,115,236	\$892,189	\$223,047
Travel Demand Forecasting	< 1	\$16,022	\$2,643	\$18,665	\$14,932	\$3,733
CoM	7	\$803,257	\$12,374	\$815,631	\$652,505	\$163,126
TIP Data Entry	1	\$124,108	\$0	\$124,108	\$99,286	\$24,822
TIP Training	< 1	\$31,348	\$396	\$31,744	\$25,395	\$6,349
TIP Internal Coordination	1	\$114,274	\$1,541	\$115,815	\$92,652	\$23,163
TIP Public Participation	< 1	\$7,667	\$937	\$8,604	\$6,883	\$1,721
CoM Reporting	1	\$111,583	\$1,500	\$113,083	\$90,466	\$22,617
CoM Federal Coordination	1	\$94,187	\$2,187	\$96,373	\$77,099	\$19,275
CoM STP Program	3	\$320,090	\$5,814	\$325,904	\$260,723	\$65,181

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	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
CTA	4	\$1,006,278	\$0	\$1,006,278	\$805,022	\$201,256
TIP Data Entry	< 1	\$22,655	\$0	\$22,655	\$18,124	\$4,531
Annual Obligations	< 1	\$2,964	\$0	\$2,964	\$2,371	\$593
TIP Training	< 1	\$14,883	\$0	\$14,883	\$11,907	\$2,977
TIP Internal Coordination	4	\$965,776	\$0	\$965,776	\$772,621	\$193,155
Metra	2	\$397,152	\$0	\$397,152	\$317,721	\$79,430
TIP Data Entry	0	\$49,027	\$0	\$49,027	\$39,222	\$9,805
Annual Obligations	0	\$13,128	\$0	\$13,128	\$10,503	\$2,626
TIP Training	0	\$2,550	\$0	\$2,550	\$2,040	\$510
TIP Internal Coordination	2	\$289,084	\$0	\$289,084	\$231,267	\$57,817
TIP Public Participation	0	\$36,493	\$0	\$36,493	\$29,195	\$7,299
RTA 5310 Program Development	0	\$6,870	\$0	\$6,870	\$5,496	\$1,374
Pace	1	\$90,000	\$0	\$90,000	\$72,000	\$18,000
TIP Data Entry	< 1	\$3,900	\$0	\$3,900	\$3,120	\$780
Annual Obligations	< 1	\$3,900	\$0	\$3,900	\$3,120	\$780
TIP Training	< 1	\$3,900	\$0	\$3,900	\$3,120	\$780
TIP Internal Coordination	1	\$78,299	\$0	\$78,299	\$62,640	\$15,660

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Metropolitan Transportation Plan

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Metropolitan Transportation Plan (MTP)	65	\$6,659,832	\$6,499,803	\$13,159,635	\$10,527,708	\$2,631,927
CDOT	1	\$70,875	\$258,186	\$329,061	\$263,249	\$65,812
MTP Data	< 1	\$18,794	\$71,530	\$90,324	\$72,259	\$18,065
MTP Coordination	< 1	\$50,889	\$183,069	\$233,958	\$187,166	\$46,792
MTP Public Participation	< 1	\$1,193	\$3,587	\$4,779	\$3,824	\$956
CMAAP	61	\$6,095,868	\$6,181,004	\$12,276,872	\$9,821,498	\$2,455,374
Achieving Performance Outcomes	< 1	\$37,812	\$7,639	\$45,451	\$36,361	\$9,090
Building Capacity	4	\$250,649	\$1,418,231	\$1,668,880	\$1,335,104	\$333,776
Community Resilience	1	\$62,263	\$188,302	\$250,565	\$200,452	\$50,113
Coordinated Land Use Strategies	4	\$351,367	\$171,801	\$523,168	\$418,534	\$104,634
Data Science	1	\$73,900	\$15,053	\$88,953	\$71,162	\$17,791
Economic Competitiveness	5	\$519,584	\$545,442	\$1,065,026	\$852,021	\$213,005
Emissions Forecasting and Analysis	1	\$46,111	\$8,337	\$54,448	\$43,559	\$10,890
Federal Transportation Funding Programs	0	\$2,672	\$0	\$2,672	\$2,137	\$534
Financial Planning and Analysis	4	\$544,601	\$221,935	\$766,536	\$613,229	\$153,307
Infrastructure Resilience	2	\$193,289	\$148,647	\$341,936	\$273,549	\$68,387
Integrated Mobility	6	\$676,248	\$1,313,574	\$1,989,822	\$1,591,858	\$397,964
Land Use Forecasting and Analysis	10	\$743,015	\$207,060	\$950,075	\$760,060	\$190,015
Operations	7	\$777,713	\$258,302	\$1,036,015	\$828,812	\$207,203
Safe and Complete Streets	4	\$396,251	\$431,625	\$827,876	\$662,301	\$165,575
Safe Systems	3	\$315,255	\$69,588	\$384,843	\$307,874	\$76,969
Thriving Communities	0	\$46,458	\$34,463	\$80,921	\$64,737	\$16,184
Transportation Improvement Program (TIP) Coordination	0	\$13,880	\$2,827	\$16,707	\$13,365	\$3,341
Transportation Investment Strategies	4	\$410,329	\$443,534	\$853,863	\$683,091	\$170,773
Transportation Network Efficiencies	1	\$146,851	\$297,013	\$443,864	\$355,091	\$88,773
Travel Demand Forecasting	6	\$487,622	\$397,629	\$885,251	\$708,201	\$177,050
CoM	3	\$373,010	\$10,614	\$383,624	\$306,899	\$76,725
MTP Data	< 1	\$3,467	\$0	\$3,467	\$2,774	\$693

FY2026 Unified Work Program for Northeastern Illinois

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	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
MTP Coordination	3	\$344,803	\$10,000	\$354,803	\$283,843	\$70,961
MTP Public Participation	< 1	\$24,740	\$614	\$25,353	\$20,283	\$5,071
CTA	< 1	\$75,564	\$0	\$75,564	\$60,451	\$15,113
MTP Data	< 1	\$21,696	\$0	\$21,696	\$17,357	\$4,339
MTP Coordination	< 1	\$53,868	\$0	\$53,868	\$43,094	\$10,774
McHenry County DOT	< 1	\$2,487	\$50,000	\$52,487	\$41,990	\$10,497
MTP Data	< 1	\$2,487	\$50,000	\$52,487	\$41,990	\$10,497
Metra	< 1	\$42,026	\$0	\$42,026	\$33,621	\$8,405
MTP Data	< 1	\$18,924	\$0	\$18,924	\$15,139	\$3,785
MTP Coordination	< 1	\$15,401	\$0	\$15,401	\$12,321	\$3,080
MTP Public Participation	< 1	\$7,701	\$0	\$7,701	\$6,161	\$1,540

Congestion management process

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Congestion Management Process (CMP)	2	\$197,003	\$580,215	\$777,218	\$321,774	\$80,444
CMAQ	1	\$146,174	\$205,215	\$351,389	\$281,111	\$70,278
Achieving Performance Outcomes	< 1	\$40,057	\$8,055	\$48,112	\$38,489	\$9,622
Operations	< 1	\$25,033	\$5,643	\$30,676	\$24,541	\$6,135
Transportation Investment Strategies	< 1	\$22,229	\$4,528	\$26,757	\$21,406	\$5,351
Transportation Network Efficiencies	< 1	\$58,855	\$186,989	\$245,843	\$196,675	\$49,169
McHenry County DOT	< 1	\$829	\$0	\$829	\$663	\$166
CMP Data	< 1	\$829	\$0	\$829	\$663	\$166
Pace	1	\$50,000	\$375,000	\$425,000	\$40,000	\$10,000
CMP Data	1	\$50,000	n/a	\$50,000	\$40,000	\$10,000

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Performance monitoring

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Performance Monitoring (PM)	4	\$488,213	\$547,389	\$1,035,603	\$828,482	\$207,121
CMAP	1	\$152,970	\$546,909	\$699,879	\$559,904	\$139,976
Achieving Performance Outcomes	< 1	\$83,861	\$31,998	\$115,859	\$92,687	\$23,172
Data Science	< 1	\$4,872	\$992	\$5,865	\$4,692	\$1,173
Operations	< 1	\$42,539	\$9,499	\$52,038	\$41,631	\$10,408
Thriving Communities	< 1	\$21,698	\$504,420	\$526,118	\$420,894	\$105,224
CoM	1	\$83,602	\$480	\$84,082	\$67,265	\$16,816
CoM PM coordination	1	\$83,602	\$480	\$84,082	\$67,265	\$16,816
CTA	< 1	\$53,691	\$0	\$53,691	\$42,953	\$10,738
PM Data	< 1	\$53,691	\$0	\$53,691	\$42,953	\$10,738
Metra	1	\$107,950	\$0	\$107,950	\$86,360	\$21,590
PM Data	1	\$107,950	\$0	\$107,950	\$86,360	\$21,590
Pace	1	\$90,000	\$0	\$90,000	\$72,000	\$18,000
PM Data	1	\$90,000	\$0	\$90,000	\$72,000	\$18,000

Public participation

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Public Participation (PP)	20	\$2,431,167	\$583,253	\$3,014,419	\$2,411,535	\$602,884
CDOT	< 1	\$9,538	\$28,688	\$38,226	\$30,581	\$7,645
PP assistance	< 1	\$9,538	\$28,688	\$38,226	\$30,581	\$7,645
CMAP	17	\$2,082,235	\$546,909	\$2,629,144	\$2,103,316	\$525,829
Building Capacity	7	\$671,300	\$146,972	\$818,272	\$654,618	\$163,654
Communications	4	\$465,449	\$90,616	\$556,064	\$444,852	\$111,213
Content Strategy and Development	1	\$99,918	\$20,353	\$120,272	\$96,217	\$24,054
Engagement	1	\$93,155	\$83,976	\$177,131	\$141,705	\$35,426
Operations	2	\$384,393	\$118,832	\$503,226	\$402,581	\$100,645

FY2026 Unified Work Program for Northeastern Illinois

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	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Thriving Communities	2	\$292,487	\$70,780	\$363,266	\$290,613	\$72,653
Transportation Improvement Program (TIP) Coordination	1	\$75,533	\$15,381	\$90,913	\$72,731	\$18,183
CoM	2	\$326,522	\$7,655	\$334,177	\$267,342	\$66,835
PP assistance	2	\$312,993	\$0	\$312,993	\$250,394	\$62,599
CoM PP expenses	< 1	\$13,530	\$7,655	\$21,185	\$16,948	\$4,237
Metra	< 1	\$12,872	\$0	\$12,872	\$10,297	\$2,574
PP assistance	< 1	\$12,872	\$0	\$12,872	\$10,297	\$2,574

Operational expenses

	FTEs	Personnel	Expenses	Total	Federal (80%)	Match (20%)
Operations (Ops)	14	\$1,732,114	\$8,744,496	\$10,476,610	\$8,381,288	\$2,095,322
CMAP	12	\$1,419,972	\$8,524,263	\$9,944,236	\$7,955,388	\$1,988,847
Achieving Performance Outcomes	1	\$66,259	\$13,392	\$79,651	\$63,721	\$15,930
Community Resilience	0	\$12,609	\$2,709	\$15,318	\$12,254	\$3,064
Data Science	2	\$189,626	\$733,257	\$922,884	\$738,307	\$184,577
Federal Transportation Funding Programs	< 1	\$49,202	\$10,022	\$59,224	\$47,379	\$11,845
Financial Planning and Analysis	0	\$0	\$322,000	\$322,000	\$257,600	\$64,400
Information Technology	0	\$0	\$4,518,556	\$4,518,556	\$3,614,845	\$903,711
Intergovernmental Affairs	2	\$325,266	\$92,577	\$417,842	\$334,274	\$83,568
Operations	3	\$527,151	\$2,630,934	\$3,158,085	\$2,526,468	\$631,617
People and Culture	3	\$249,859	\$200,816	\$450,675	\$360,540	\$90,135
CoM	2	\$312,142	\$220,233	\$532,375	\$425,900	\$106,475
CoM Operations	2	\$312,142	\$220,233	\$532,375	\$425,900	\$106,475

FY2026 Unified Work Program for Northeastern Illinois

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Agency totals (core program)

Agency	Personnel	Expenses	Total
CDOT	\$284,453	\$885,612	\$1,170,064
Transportation Improvement Program (TIP)	\$204,040	\$598,737	\$802,777
Metropolitan Transportation Plan (MTP)	\$70,875	\$258,186	\$329,061
Public Participation (PP)	\$9,538	\$28,688	\$38,226
CMAP	\$10,634,020	\$16,874,393	\$27,508,413
Transportation Improvement Program (TIP)	\$736,800	\$866,144	\$1,602,944
Metropolitan Transportation Plan (MTP)	\$6,095,868	\$6,181,004	\$12,276,872
Congestion Management Process (CMP)	\$146,174	\$205,215	\$351,389
Performance Monitoring (PM)	\$152,970	\$546,909	\$699,879
Public Participation (PP)	\$2,082,235	\$550,858	\$2,633,093
Operations (Ops)	\$1,419,972	\$8,524,263	\$9,944,235
CoM	\$1,898,533	\$251,355	\$2,149,888
Transportation Improvement Program (TIP)	\$803,257	\$12,374	\$815,631
Metropolitan Transportation Plan (MTP)	\$373,010	\$10,614	\$383,624
Performance Monitoring (PM)	\$83,602	\$480	\$84,082
Public Participation (PP)	\$326,522	\$7,655	\$334,177
Operations (Ops)	\$312,142	\$220,233	\$532,375
CTA	\$1,135,534	\$0	\$1,135,534
Transportation Improvement Program (TIP)	\$1,006,278	\$0	\$1,006,278
Metropolitan Transportation Plan (MTP)	\$75,564	\$0	\$75,564
Performance Monitoring (PM)	\$53,691	\$0	\$53,691
McHenry DOT	\$3,316	\$50,000	\$53,316
Metropolitan Transportation Plan (MTP)	\$2,487	\$50,000	\$52,487
Congestion Management Process (CMP)	\$829	\$0	\$829
Metra	\$560,000	\$0	\$560,000
Transportation Improvement Program (TIP)	\$397,152	\$0	\$397,152
Metropolitan Transportation Plan (MTP)	\$42,026	\$0	\$42,026
Performance Monitoring (PM)	\$107,950	\$0	\$107,950
Public Participation (PP)	\$12,872	\$0	\$12,872
Pace	\$230,000	\$375,000	\$605,000
Transportation Improvement Program (TIP)	\$90,000	\$0	\$90,000
Congestion Management Process (CMP)	\$50,000	\$375,000	\$425,000
Performance Monitoring (PM)	\$90,000	\$0	\$90,000

Appendix I: Programs continuing from FY2025

The following program areas may continue utilizing funding allocated in the FY2025 UWP through December 31, 2025.

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

FY2026 Unified Work Program for Northeastern Illinois
State Fiscal Year (July 1, 2025 – June 30, 2026)

Operations (Ops)
Achieving Performance Outcomes
Community Resilience
Data Science
Federal Transportation Funding Programs
Financial Planning and Analysis
Operations (Accounting)

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

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