



## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** Angela Manning-Hardimon  
Deputy Executive Director, Finance and Administration

**Date:** March 3, 2021

**Re:** FY 2022 Unified Work Program (UWP)  
FY 2022 Annual Comprehensive Budget and Workplan

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### **FY 2022 Unified Work Program (UWP)**

On November 2, 2020, CMAP issued a Call for Projects for the FY2022 UWP proposals in line with the accelerated schedule for development of the FY2022 UWP so that a final UWP Program can be provided to IDOT by April 1, 2021. Due to the accelerated UWP schedule, the pandemic's impact on local budgets, and the request that funds be spent more efficiently and move away from a 5-year agreement, the UWP Committee voted to pause the Competitive program and only conduct a Core program this year. The Competitive program will be evaluated over the remainder of the current fiscal year to develop a program that incorporates stronger performance measures and more efficient expenditures of resources. Thus, the FY2022 Call for Projects only consists of Core proposal submissions. Eight total Core proposals were received.

The FY2022 Budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, McHenry County and the transit agencies. Federal funding is estimated to be \$18,788,769 for FY2022, the same as the FY2021 federal funding level. With the required match, the total UWP program for FY2022 is estimated to be \$23,485,961.

#### CORE PROPOSALS

The core proposals submitted totaled \$23,469,458 of which \$18,775,566 was for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on December 9, 2020.

On January 13, 2021, the UWP Committee approved funding levels for the core proposals as follows:

- CMAP’s request for \$18,793,062 be approved, an increase of \$16,503 from FY2021. This increase utilizes the residual unrequested funding for the UWP for this year.
- CDOT request for \$965,375 be approved, an increase of \$99,125 from FY2021.
- County request for \$300,000 be approved, unchanged from FY2021.
- Council of Mayors request for \$1,907,254 be approved, an increase of \$73,366 from FY2021. The COMs budget breakdown by Council is as follows for FY2022:

Council	Total Request	Federal	Local
North Shore	\$135,582.14	\$108,465.71	\$27,116.43
Northwest	\$151,283.44	\$121,026.75	\$30,256.69
North Central	\$130,662.56	\$104,530.05	\$26,132.51
Central	\$127,504.83	\$102,003.86	\$25,500.97
Southwest	\$135,225.80	\$108,180.64	\$27,045.16
South	\$254,532.64	\$203,626.11	\$50,906.53
DuPage	\$248,464.01	\$198,771.21	\$49,692.80
Kane-Kendall	\$232,327.96	\$185,862.37	\$46,465.59
Lake	\$224,742.00	\$179,793.60	\$44,948.40
McHenry	\$124,865.99	\$99,892.79	\$24,973.20
Will	\$142,332.39	\$113,865.91	\$28,466.48
<b>Total</b>	<b>\$1,907,523.75</b>	<b>\$1,526,019.00</b>	<b>\$381,504.75</b>

- CTA request for \$625,000 be approved, an increase of \$100,000 from FY2021.
- Metra request for \$620,000 be approved, an increase of \$200,000 from FY2021.
- Pace (Smart Mobility Regional Support) request of \$200,000 be approved, an increase of \$117,500 from FY2021.
- Pace (TIP Development and Monitoring) request be approved at \$75,000, unchanged from FY2021.

Table 1 reflects the FY2022 UWP approved program.

**TABLE 1  
APPROVED FY2022 UWP**

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
<b>Core</b>				
<b>CMAP*</b>	MPO Activities	\$15,034,450	\$ 3,758,612	\$18,793,062
<b>City of Chicago (CDOT)</b>	City of Chicago Transportation and Programming	\$ 772,300	\$ 193,075	\$ 965,375
<b>Council of Mayors</b>	Subregional Transportation Planning, Programming, and Management	\$ 1,526,019	\$ 381,505	\$ 1,907,524

FY 2022 - Approved				
Agency	Project Title	Federal	Local Match	Total
CTA	Program Development	\$ 500,000	\$ 125,000	\$ 625,000
McHenry County	2050 Transportation Plan	\$ 240,000	\$ 60,000	\$ 300,000
Metra	Capital Program Development and Asset Management	\$ 496,000	\$ 124,000	\$ 620,000
Pace	Smart Mobility Regional Support	\$ 160,000	\$ 40,000	\$ 200,000
<b>Core</b>				
Pace	TIP Development and Modeling	\$ 60,000	\$ 15,000	\$ 75,000
<b>Total of Core</b>		\$18,788,769	\$ 4,697,192	\$23,485,961
*CMAP Local Match consists of \$3.5 million in State match and \$258,612 in other funding				
<b>Total Programs</b>		\$18,788,769	\$ 4,697,192	\$23,485,961
<b>FY 2022 Federal Mark</b>		\$18,788,769	\$ 4,697,192	\$23,485,961

The FY2022 UWP Budget has been approved by the UWP, Coordinating and Transportation Committees and recommended for approval by the MPO Policy Committee and CMAP Board at its March meetings.

### **FY 2022 Annual Comprehensive Workplan and Budget**

In addition to the FY 2022 UWP Budget, CMAP is submitting for approval the agency’s FY 2022 Annual Comprehensive Budget and Workplan, which incorporates the FY 2022 UWP Budget. As mentioned above, CMAP expedited its FY 2022 Budget process to meet the April 1, deadline requested by IDOT for the FY 2022 UWP Budget.

Under the annual comprehensive budget, CMAP is requesting \$22.3 million dollars in expenditures for fiscal year FY 2022 with revenues of \$23,580,337, down \$2,336,057 from the prior fiscal year. CMAP’s FY 2022 budget is comprised of 77.7 percent federal funding, 17.9 percent state funding, 3.8 percent local dues and less than 1 percent from other sources including philanthropic grants, the Peters Fellow program, rent reimbursements, and interest income generated from CMAP banking activities. The reduction in revenues is primarily due to large-scale projects being completed in FY 2021-FY 2022 that were funded by SPR grants, the MacArthur Foundation, Illinois Environmental Protection Agency and Local Contributions.

For FY 2022 expenses, CMAP’s comprehensive budget decreased \$650,029 or 3 percent over the prior fiscal year. CMAP is projected to experience increases in the areas of personnel, commodities, and occupancy expenses and a decrease in operating expenses. Expenses in operating and capital outlay were relatively flat in FY 2022.

The largest increase in personnel expenses of \$713,645 or 6% is primarily driven by approved changes in the FY 2021 Workplan and Budget to reallocate \$970,000 in personnel cost to

contractual expenses to hire experts to focus on assisting partners in developing new strategies for regional transportation post COVID 19. The increase reflects reinstatement of that funding to personnel cost to hire staff to complete the work outlined in the FY 2022 work plan.

Increases in occupancy expenses were related to increases in rent, real estate taxes, and operating cost as outlined in CMAP lease with the Old Post Office. Expenses under the category of commodities reflected an increase of \$165,293 or 24% due to data required for research and analysis work for the ONTO 2050 Plan Update.

The largest decrease of \$1.5 million is in noted under contractual expenses. Several large-scale projects will be completed in FY 2021 or near completion in FY 2022. In addition, call for projects funded by IDOT's SPR grants and the UWP Competitive program will not be conducted for FY 2022, which further reduced available contractual dollars. Finally, with the expiration of the FAST Act and the 1-year extension provided by the federal government, federal funding to the agency remained unchanged from FY2021.

This budget provides funding that allows CMAP to remain operational and perform comprehensive planning and transportation activities as required by the MPO Policy Committee, CMAP Board, and state and federal laws including the ON TO 2050 Plan Update. The agency continues to be good stewards of funding and committed to the work of the region as outlined in the FY 2022 Workplan and Budget.

ACTION REQUESTED: Approval

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