



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, May 14, 2026

9:30 AM

**Cook County Conference Room
433 West Van Buren Street, Suite 450
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until May 13, 2026, at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/85124029643?pwd=eil4O03yah8lYDTSNXK8hm3s6rsLfN.1>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to info@cmap.illinois.gov at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email (info@cmap.illinois.gov) or phone (312-454-0400).

1.0 Call To Order**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Draft meeting minutes from March 26, 2026**[26-122](#)

ACTION REQUESTED: Approval

Attachments: [March 26 STP PSC Draft Meeting Minutes](#)**4.0 Active Program Management Reports****4.01 Shared Fund Status Updates**[26-123](#)

PURPOSE & ACTION: Staff will provide highlights of any known changes to project status that have occurred since the committee's last meeting.

ACTION REQUESTED: Information

Attachments: [STP-SF Active Program May2026](#)
[STP-SF Contingency Program May2026](#)**4.02 Regional Accounting Update**[26-124](#)

PURPOSE & ACTION: Staff will review highlights of the attached report summarizing the status of available, programmed, and obligated STP funds for the region.

ACTION REQUESTED: Information

Attachments: [STP Regional Accounting - May 2026](#)**5.0 FFY 2028-2032 STP-SF Program Development****5.01 Resilience planning factor**[26-132](#)

PURPOSE & ACTION: Staff recommend modest changes to the resilience planning factor to align the scoring criterion with the Transportation Resilience Improvement Plan and improve clarity for project sponsors.

ACTION REQUESTED: Discussion

Attachments: [STP PSC Resilience Memo 5-14-26](#)**5.02 Safety - Corridor & Small Area Safety Improvements**[26-131](#)

PURPOSE & ACTION: Staff will update the committee on the work of the county safety action plans in advance of making recommendations for changes to the safety scoring and the corridor and small area safety improvement projects.

ACTION REQUESTED: Discussion

Attachments: [STPPSC MethodologyMemo Safety 05-14-26](#)

6.0 Other Business

7.0 Public Comment

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

8.0 Next Meeting

9.0 Adjournment

STP PROJECT SELECTION COMMITTEE**MEETING MINUTES**

Thursday, March 26, 2026

9:30 AM

1.0 Call To Order

The meeting was called to order by Chair Dobbs at 9:33 a.m.

Present: Grant Davis, Jeffery Schielke, Kama Dobbs and Mark Kuchler

Absent: Anne Zhang and Leon Rockingham

Non-Voting: Jon Paul Diipla, Tara Orbon and RTA Representative

Absent (NV): Mark Kane, Megan Swanson and Chad Riddle

Mark Pitstick served as the RTA representative.

Staff Present: Victoria Barrett, Marielle Brown, Phoebe Downey, Alyson Dressman, Doug Ferguson, Jon Haadsma, Hayden Horton, Aimee Lee, Jen Miller, Richard Norwood, George Rivera, and Sarah Stolpe

Others Present: Eric Czarnota, Dawn Dina, Heidi Files, Dan Forbush, Mike Fricano, John Paul Jones, George Kandathil, Mike Klemens, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Matt Pasquini, Leslie Rauer, and Tom Rickert

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes**3.01 Draft meeting minutes from February 5, 2025**

Attachments: [STP PSC 2-05-26 Minutes](#)

A motion was made by Jeffrey Schielke, seconded by Grant Davis, to approve the minutes from February 5, 2026, as presented. The motion passed by a voice vote.

President Kuchler was not present for approving the minutes of the February 5, 2026, meeting.

4.0 Active Program Management Reports**4.01 Shared Fund Status Updates**

Attachments: [FFY26-30 STP-SF Active Program March 2026](#)
[FFY26-30 STP-SF Contingency Program March 2026](#)

CMAP staff Jon Haadsma provided highlights of the attached status reports, noting two projects were delayed from the April to June lettings.

Haadsma also noted that the LaSalle Street Bridge project is anticipated to be authorized in June,

which would use the rest of the Shared Fund mark. All projects that receive an authorization after the LaSalle Street Bridge project will draw from the Regional Redistribution funds.

In response to a question from Chair Dobbs, Haadsma explained that the transition to the new project delivery platform in eTIP has resulted in some challenges delaying submittal of status updates. CMAP is working through those challenges, and is not penalizing projects that have not submitted updates. Haadsma noted and Chair Dobbs reiterated, that active program management policy states that updates are required for continued use of funds and CMAP will be expecting adherence to this policy soon.

Haadsma explained, at the request of Tara Orbon, that access to make updates in the eTIP platform is granted to project sponsors' designated financial, technical, and consultant managers. This access to eTIP is only for project delivery updates and to upload attachments. Access to funding and other programming information for locally sponsored projects is still restricted to the council of mayors or planning liaisons.

4.02 Regional Accounting Update

Attachments: [STP Regional Accounting - March 2026](#)

CMAP staff Jon Haadsma provided a summary of the STP obligations from both the Shared Fund and local programs, highlighting progress on regional obligations and the use of redistribution.

5.0 FFY 2028-2032 STP-SF Program Development

5.01 Safety - Corridor & Small Area Safety Improvements

Attachments: [STP PSC Safety Memo 03-26-26](#)

CMAP staff Vickie Barrett shared updates and findings from CMAP's Safe Travel for All Roadmap (STAR) program. Barrett noted that county safety action plans have been adopted and the next step is to use the plans to inform other work that CMAP is doing, including the work of the project selection committee. Discussion of the plans and opportunities for applying the findings to the project selection methodology occurred. Discussion of staff recommendations for modifying scoring criteria is anticipated at the committee's next meeting.

6.0 Other Business

Mayor Schielke shared concerns about an ordinance proposed by the governor's office that would shift zoning law authority to the state.

7.0 Public Comment

John Paul Jones from Grow Greater Englewood expressed appreciation for the focus on safety in today's discussion. Jones added that rail and freight travel should also be an important part of this discussion. Train derailments close to Chicago pose significant safety risks and that rail safety should not just be a Metra conversation. Jones also noted appreciation for the complete streets planning factor in selection criteria, noting that CMAP funding support for that type of investment helped to build local interest in this type of investment in the communities he works with.

8.0 Next Meeting

The next meeting is scheduled for May 14, 2026.

9.0 Adjournment

A motion to adjourn the meeting at 10:35 a.m. was made by Mayor Schielke and seconded by

President Kuchler. The motion carried by a voice vote.

Minutes prepared by: Jen Miller

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: May 2026

FFY 2026

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
10-23-0010	Village of Lake Bluff- Green Bay Road Reconstruction	Lake Bluff	Lake Council	\$2,840,000	Local	\$977,440	\$4,887,200	58%	\$5,189,400	100%	9/30/2026	C/CE	1/2026	\$2,840,000	\$0	No change. Project let 01/16/2026.	3/31/2026	Project let 01/16/2026.	1/30/2026
03-23-0036	Melas-Meadows Pedestrian Bridge	Mount Prospect	Northwest Council	\$2,033,824	Local, ITEP, CPF	\$4,310,086	\$6,343,910	32%	\$8,004,738	100%	9/30/2026	CON	4/2026	\$2,033,824	\$0	Project let 04/24/2026. Low bid was higher than anticipated. Sponsor is anticipating to request additional funding from STP-SF.	3/31/2026	Project submitted final PS&E 09/2025 and is now completing land acquisition, which is estimated for 03/2026. The project still estimates to make it onto the 04/2026 letting.	1/30/2026
05-16-0001	16th Street Traffic Improvements	Berwyn	Central Council	\$2,197,468	Local, STP-L	\$2,935,617	\$5,133,085	43%	\$6,200,510	n/a	9/30/2025	CON	4/2026	\$2,197,468	\$0	Project let 04/24/2026. Low bid was higher than anticipated. Sponsor is anticipating to request additional funding from STP-L and STP-SF.	3/31/2026	No status update submitted. Construction funding authorized for the 04/2026 letting.	
10-17-0016	Everett Road at Waukegan Road Intersection Improvement	Lake Forest	Lake Council	\$875,440	Local	\$218,860	\$1,094,300	80%	\$531,616	100%	9/30/2026	ROW	4/2026	\$875,440	\$0	ROW funding agreements were executed in 04/2026. ROW anticipated to be completed and certified by 11/2027.	3/31/2026	Final PS&E anticipated 9/2027. Land acquisition estimated to begin 06/2026.	1/30/2026
08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	DuPage DOT	IDOT	\$1,840,800	State	\$460,200	\$4,212,000	44%	\$44,141,000	100%	9/30/2026	ENG2	4/2026	\$0		Pre final plans anticipated to be submitted 05/15/2026 for a 11/2026 target letting.	3/31/2026	No status update submitted.	
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$26,928,000	SOCC	\$9,800,000	\$36,728,000	80%	\$52,000,000	n/a	9/30/2024	CON/CE	6/2026	\$0		Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026	No status update submitted.	
Planned Use of Redistribution																			
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$17,072,000	SOCC	\$9,800,000	\$26,872,000	80%	\$52,000,000	n/a	9/30/2024	CON/CE	6/2026	\$0		Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026	No status update submitted.	
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Cook DOTH	Cook DOTH	\$2,000,000	TDCH	\$400,000	\$2,000,000	100%	\$59,000,000	n/a	3/31/2024	ENG1	6/2026	\$0		Project proceeding with Section 1440 approval. Engineering 1 Local Agency Agreements awaiting IDOT approval. Draft PDR anticipated to be submitted 03/2027 with final PDR approval anticipated 02/2028.	3/31/2026	No change. Consultant selected 3/17/2024. Kick-off held 5/23/2024. Draft Project Development Report estimated to be complete in 11/2026. Proceeding with Section 1440 approval.	1/30/2026
09-20-0082	Sullivan Road Widening/Resurfacing and Traffic Signal Modernization from Edgelawn Drive to Golden Oaks Parkway	Aurora	Kane/Kendall Council	\$1,029,780	Local, STP-L	\$3,549,121	\$4,578,901	22%	\$5,770,787	20%	9/30/2025	C/CE	7/2026	\$0		Project currently completing land acquisition, anticipated to be certified 06/2026, for a 07/2026 target letting.	3/31/2026	Project currently completing land acquisition, anticipated to be certified 05/2026, for a 06/2026 target letting.	3/15/2026
09-21-0005	Randall Rd @ Big Timber Rd	Kane DOT	Kane/Kendall Council	\$7,129,714	STP-L, Local	\$535,139	\$7,664,853	93%	\$9,373,312	100%	9/30/2027	CON	9/2026	\$0		Final PS&E anticipated to be submitted 04/2026. ROW certification anticipated 8/2026 for 9/2026 target letting.	3/31/2026	Pre-final plans were submitted 12/2025 with Final PS&E anticipated to be submitted 04/2026. ROW certification anticipated 7/2026 for 9/2026 target letting.	1/30/2026
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	\$825,000	Local, STP-L, Econ Dev	\$540,000	\$1,365,000	60%	\$11,815,000	n/a	9/30/2026	CE	9/2026	\$0		Final PS&E submitted 01/2026; project moved from the 04/2026 to the 09/2026 state letting due to ROW delays. ROW anticipated to be certified 08/2026.	3/31/2026	Final PS&E was submitted 01/2026. The project is currently completing land acquisition, which is estimated to be certified 03/2026, and would keep the project progressing toward a 06/2026 letting.	1/30/2026
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	\$3,996,000	Local, STP-L, Econ Dev	\$5,819,430	\$9,100,000	44%	\$11,815,000	n/a	9/30/2026	CON	9/2026	\$0		Final PS&E submitted 01/2026; project moved from the 04/2026 to the 09/2026 state letting due to ROW delays. ROW anticipated to be certified 08/2026.	3/31/2026	Final PS&E was submitted 01/2026. The project is currently completing land acquisition, which is estimated to be certified 03/2026, and would keep the project progressing toward a 06/2026 letting.	1/30/2026
04-06-0021	IL 171 1st Avenue at UP RR Geneva Subdivision (CREATE GS-12-NAT_NBR 173996K)	Cook DOTH	Cook DOTH	\$3,500,000	TDCH	\$700,000	\$3,500,000	100%	\$101,500,000	0%	9/30/2025	ENG1	9/2026	\$0		Project is proceeding with Section 1440 and submitted Engineering 1 Local Agency Agreements in 01/2026. Approval of the funding agreements is anticipated for 09/2026.	3/31/2026	Project submitted Engineering 1 local agency agreements in 01/2026. The project is also using the Section 1440 process to proceed with Phase 1 Engineering.	1/30/2026
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	\$766,545	Local, State	\$191,636	\$5,045,290	67%	\$100,400,714	100%	9/30/2024	ENG2	Supp	\$0		Initial authorized amount is 96% expended.	3/31/2026	No change. Project under construction.	1/30/2026
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	\$1,718,377	Local	\$439,368	\$4,382,628	70%	\$4,862,239	n/a	1/17/2024	CON	Supp	\$0		Initial authorized amount is 100% expended. Staff approved supplemental increase on 11/8/2024.	3/31/2026	Construction is underway. Staff approved supplemental increase 11/8/2024.	1/30/2026
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	\$4,871,631	Local/ICC	\$1,217,908	\$40,962,886	80%	\$46,086,286	100%	9/30/2024	CON/CE	Supp	\$0		Initial authorized amount is 12% expended as of 03/24/2026.	3/31/2026	Project let 04/2025.	1/30/2026
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Streamwood	Northwest Council	\$3,586,750	Local, TAP-L, ITEP	\$896,688	\$10,785,770	80%	\$11,988,352	n/a	1/25/2024	CON	Supp	\$482,855		Initial authorized amount is 95% expended as of 01/31/2026.	3/31/2026	Project let 1/2024.	1/30/2026

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: May 2026

FFY 2027

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	DuPage DOT	IDOT	\$2,035,200	State	\$505,800	\$6,678,000	30%	\$44,141,000	100%	9/30/2027	ROW	9/2026	\$0		ROW to be certified 9/2026 for a 11/2026 letting.	3/31/2026	No status update submitted.	
10-19-0034 / 10-23	Village of Lake Bluff- Green Bay Road Reconstruction	Lake Bluff	Lake Council	\$1,069,760	Local	\$977,440	\$4,887,200	22%	\$5,189,400	100%	9/30/2026	C/CE	1/2027	\$0		Section 2 of the project is now anticipated to be let in 01/2027.	3/31/2026	Section 2 of the the Green Bay Road Reconstruction anticipated to be let in 11/2026.	1/30/2026
05-22-0016	Village of Summit Watermain and Street Light Replacement to be constructed with ILL 43 (Harlem Avenue) at 65th Street / BRC RR (RSP 109 TIP ID 01-06-0052)	Summit	Central Council	\$3,097,600	STP-L, Local	\$1,434,400	\$4,532,000	68%	\$4,532,000	100%	9/30/2027	CON	1/2027	\$0		Target letting updated to 1/2027.	3/31/2026	Pre-final plans submitted 03/2025. Final plans (by IDOT) targeting 7/2025 for a 11/2026 target letting.	1/30/2026
07-23-0010	150th St Complete Street Project: Dixie Hwy to Halsted St.	Harvey	South Council	\$879,223	TDCH	\$175,845	\$879,223	100%	\$23,914,865	0%	9/30/2025	ENG1	2/2027	\$0		Phase 1 local agency agreement anticipated to be submitted 05/01/2026.	3/31/2026	No status update submitted.	
07-21-0008	Dixie Highway Corridor Improvement Project: 138th St to 159th St	Harvey	South Council	\$1,432,466	TDCH	\$286,493	\$1,432,466	100%	\$36,398,141	n/a	9/30/2025	ENG1	2/2027	\$0		Phase 1 local agency agreement anticipated to be submitted 05/01/2026.	3/31/2026	No status update submitted.	
07-23-0023	Steger Road from Halsted Street to Union Avenue	Steger	South Council	\$376,000	TDCH	\$94,000	\$376,000	100%	\$6,204,000	0%	9/30/2026	ENG1	3/2027	\$0		Phase 1 local agency agreement anticipated to be submitted 06/01/2026.	3/31/2026	No status update submitted.	
07-21-0007	Ashland Ave Complet Streets Road Modernization (120th St to Thornton Rd)	Calumet Park	South Council	\$500,000	TDCH	\$100,000	\$500,000	100%	\$7,771,551	n/a	9/30/2026	ENG1	3/2027	\$0		No change. QBS selection estimated for 6/2026. Funding agreements anticipated to be submitted 09/2026.	3/31/2026	QBS selection estimate moved to 6/2026. Funding agreements now anticipated to be submitted 09/2026.	1/30/2026
01-23-0007	18th Street Viaduct: Wentworth to East Side of Chicago River	CDOT	CDOT	\$20,000,000	Local, SOCC	\$7,816,000	\$27,816,000	72%	\$30,816,000	0%	9/30/2027	CON	10/2026	\$0		No status update submitted.		No status update submitted.	
07-19-0011	Burnham Avenue Grade Separation	Burnham	South Council	\$162,967	TDCH		\$162,967					ENG1	Supp	\$0		Initial authorized amount 55% expended. Final PDR to be submitted 08/2026. Pre-final plans to be submitted 10/2027. Target letting 5/2028.	3/31/2026		
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	\$2,726,100	Local, State	\$191,636	\$5,045,290	67%	\$100,400,714	100%	9/30/2024	CON/CE	Supp	\$0		Initial authorized amount 28% expended as of 04/16/2026.	3/31/2026	No change. Project under construction.	1/30/2026

FFY 2028

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
01-22-0043	Ogden Avenue from Pulaski to Roosevelt (Kedzie to Roosevelt section)	CDOT	CDOT	\$20,000,000	SOCC, Local	\$30,000,000	\$50,000,000	40%	\$111,150,000	0%	9/30/2028	CON	9/2027	\$0		Final design approval anticipated 02/2027. Final plans to be submitted 08/2027 for a 09/2027 target letting.	3/31/2026	No status update submitted.	
09-20-0084	Galena Boulevard Resurfacing and Traffic Signal Modernization from Constitution Drive to Locust Street	Aurora	Kane/Kendall Council	\$444,314	STP-L, Local	\$8,224,986	\$8,669,300	5%	\$10,940,987	0%	9/30/2026	CON	11/2027	\$0		Design approval estimated for 12/2026 and pre-final plans estimated for 05/2027. Project is anticipating to be let 11/2027.	3/31/2026	Construction letting for the project was moved to 11/2027. Design approval is anticipated for 08/2026 and pre-final plans estimated for 05/2027.	1/30/2026
09-21-0024	Kimball St over the Fox River	Elgin	Kane/Kendall Council	\$11,623,200	Local, Bridge-L	\$2,905,800	\$36,529,000	32%	\$39,299,103		9/30/2028	C/CE	11/2027	\$0		No change. Project is anticipated to receive Design Approval 06/2026. Pre-final plans are projected to be submitted 04/2027 for a 11/2027 letting.	3/31/2026	Project is anticipated to receive Design Approval 06/2026. Pre-final plans are projected to be submitted 04/2027 for a 11/2027 letting.	1/30/2026
05-25-0001	74th Ave Pedestrian Bridge Replacement over the Indiana Harbor Belt	Summit	Central	\$175,000	Local	\$75,000	\$250,000	80%	\$5,445,000		9/30/2028	ENG2	2/2028	\$0		No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	3/31/2026	Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	1/30/2026

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: May 2026

FFY 2029

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
01-24-0017	Rehabilitation of 92nd Street, 95th Street, and 100th Street Bridges over the Calumet River	CDOT	CDOT	\$13,729,435	Local	\$3,432,359			\$319,161,794		9/30/2029	CON	TBD	\$0		No status update submitted.		No status update submitted.	
01-98-0072	Milwaukee Avenue from Gale St to Jefferson St (Logan to Armitage stage)	CDOT	CDOT	\$14,367,560	Local	\$3,591,890	\$17,959,450				9/30/2029	CON	Q1/2028	\$0		No status update submitted.		No status update submitted.	
09-21-0025	Chicago Street Bridge over the Fox River	Elgin	Kane/Kendall	\$5,300,000	Local	\$1,325,000	\$16,020,000		\$17,656,307		9/30/2029	C/CE	1/2029	\$0		Design Approval estimated for 12/2026. Pre-Final plans anticipated to be submitted 7/2028 for a 1/2029 letting.	3/31/2026	Design Approval estimated for 09/2026. Pre-Final plans anticipated to be submitted 7/2028 for a 1/2029 letting.	1/30/2026

FFY 2030

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
05-25-0001	74th Ave Pedestrian Bridge Replacement over the Indiana Harbor Belt	Summit	Central	\$3,100,000	Local, ICC	\$875,000	\$4,470,000	69%	\$5,445,000		9/30/2030	C/CE	1/2029	\$0		No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	3/31/2026	Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	1/30/2026
03-25-0009	Algonquin Road & UP Railroad Grade Separation	Des Plaines	Northwest	\$14,022,345	Local, RRGX	\$8,119,200	\$40,596,000	35%	\$47,503,658		9/30/2030	C/CE	3/2030	\$0		No change. Design Approval anticipated 03/2027. Pre-Final Plans estimated to be submitted 09/2029 for a 3/2030 letting.	3/31/2026	Design Approval anticipated 03/2027. Pre-Final Plans estimated to be submitted 09/2029 for a 3/2030 letting.	1/30/2026
07-20-0048	Dolton Road/State Street Improvements from I-94 to State Line Road	Calumet City	South Council	\$3,493,880	IIC, STP-L, TDCH	\$698,776	\$18,462,766	85%	\$20,798,171		9/30/2030	CON	Q1/2030	\$0		No status update submitted.		No status update submitted.	
07-20-0048	Dolton Road/State Street Improvements from I-94 to State Line Road	Calumet City	South Council	\$12,780,770	Local, STP-L, TDCH	\$5,681,996	\$18,462,766	85%	\$20,798,171	50%	9/30/2028	CON	Q1/2030	\$0		No status update submitted.		No status update submitted.	

FFY 2026 - 2030 STP - Shared Fund Contingency Program Status Report: May 2026

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS		
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2026	2027	2028	2029	2030	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
	N/A	07-94-0027	Joe Orr Road Extension	Cook Co DOT	South Council	CON		\$2,500,000				\$2,500,000	\$2,500,000	\$13,379,808	11/2027	Final PS&E estimated to be submitted 7/2027 for a 11/2027 target letting.	3/31/2026	Final PS&E estimated to be submitted 7/2027 for a 11/2027 target letting.	1/30/2026
	N/A	01-12-0015	Grand Avenue Bridge over North Branch of the Chicago River	CDOT	CDOT	CON		\$17,600,000				\$17,600,000	\$17,600,000	\$47,489,115		No status update submitted			
10	16-25-0013		Irving Park All Stations Accessibility Program (ASAP) Design and Construction - CFP	CTA	CTA	CON	\$1,897,799	\$3,890,790	\$1,992,991	\$0	\$0	\$7,781,580	\$7,781,580	\$44,619,469	Multiple years	Status update not submitted.			
13	17-25-0002		Pace Transit Signal Priority - CFP	Pace	Pace	ENG	\$2,400,000	\$0				\$2,400,000	\$2,400,000	\$8,400,000	7/2027	Project is anticipated to have the NEPA process completed and an FTA grant application in TrAMS on 03/31/2027.	3/31/2026		
13	17-25-0002		Pace Transit Signal Priority - CFP	Pace	Pace	IMP	\$0	\$4,320,000	\$0	\$0	\$0	\$4,320,000	\$4,320,000	\$8,400,000	6/2028	Project anticipated to have non-construction implementation started on 06/30/2028.	3/31/2026		
15	12-25-0012		Boughton Road Reconstruction - Schmidt Road to Aspen Drive - CFP		Bolingbrook	C/CE	\$6,899,200	\$0	\$0	\$0	\$0	\$5,062,074	\$6,899,200	\$9,439,000	4/2029	Project is anticipated to have pre-final plans submitted 08/20/2028 and is targeting to let 04/2029.	3/31/2026		
16	07-25-0009	07-20-0048	Dolton Road and State Street Rehabilitation from I-94 (Bishop Ford Freeway) to West of Burnham Avenue - CFP	South Council	Calumet City	C/CE	\$0	\$18,920,000	\$0	\$0	\$0	\$16,082,000	\$18,920,000	\$20,620,000	Q1/2030	Status update not submitted.			
17	18-25-0023		Evanston/Davis Street Station Rehabilitation - CFP	Metra	Metra	CON	\$0	\$0	\$8,000,000	\$12,000,000	\$0	\$10,000,000	\$20,000,000	\$25,000,000	4/2027	Project is anticipated to have grant application in TrAMS 11/2026 with grant approval in 04/2027.	3/31/2026		
20	10-25-0003	10-21-0029	Pedestrian Bridge over US 41 (Skokie Highway) - CFP	Lake Council	Highland Park	C/CE	\$4,152,800	\$0	\$0	\$0	\$0	\$4,152,800	\$4,152,800	\$8,504,000	11/2026	Pre-final plans are anticipated to be submitted 05/15/26 for a target letting date of 11/2026. Land acquisition is set to be initiated in 03/2026.	3/31/2026		
21	03-25-0011	03-22-0011	Biesterfield Road at I-290 Ramp and Interchange Improvements		Elk Grove Village	C/CE				\$19,938,720		\$19,938,720	\$19,938,720	\$28,063,700	1/2029	Final PDR anticipated to be submitted 07/2026; pre-final plans estimated for 07/2028 for a target 01/2029 letting.	3/31/2026		
22	01-25-0010	01-23-0005	Humboldt Park Streetscape - North Avenue: Kostner Avenue to Kedzie Avenue - CFP	CDOT	CDOT	CON	\$0	\$7,886,800	\$0	\$0	\$0	\$4,000,000	\$7,886,800	\$39,191,000	Q2/2027	Status update not submitted.			
25	12-25-0010	12-19-0038 / 12-22-0001	Gougar Road: Spencer Road to Francis Road - CFP	Will Co DOT	Will Co DOT	CON	\$7,900,850	\$8,533,230	\$7,858,906	\$0	\$0	\$14,500,000	\$24,292,986	\$139,433,586	4/2028	Project anticipated to have final PS&E submitted in 12/2026, ROW certified 04/2027, and for the project to be let 04/2028.	3/31/2026		
26	16-25-0014		Ravenswood Line Western Station Improvements - CFP	CTA	CTA	CON	\$2,493,691	\$29,527,391	\$0	\$0	\$0	\$32,021,082	\$32,021,082	\$40,026,353	1/2026	Status update not submitted.			
27	08-25-0011	08-19-0018	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project - CFP	DuPage Council	Glen Ellyn	C/CE	\$9,980,000	\$0	\$0	\$0	\$0	\$8,000,000	\$9,980,000	\$43,274,251	11/2026	Design Approval granted 03/18/2026. Final PS&E anticipated 05/30/2026 for a 11/2026 target letting.	3/31/2026	Design approval anticipated for 03/2026; final PS&E anticipated to be submitted 05/2026. Project estimated for a 11/2026 construction letting.	1/30/2026
28	09-25-0012		US Grant Memorial Highway (US 20) from Longcommon Parkway to Coombs Road - CFP	Kane/Kendall Council	Elgin	ENG2	\$800,000					\$400,000	\$800,000	\$19,869,615	6/2027	No change. QBS process estimated to be initiated 10/2026, with Local Agency Agreements estimated to be submitted 11/2026. Final PS&E estimated for 08/2030.	3/31/2026	QBS process estimated to be initiated 10/2026, with Local Agency Agreements estimated to be submitted 11/2026. Final PS&E estimated for 08/2030.	1/30/2026
28	09-25-0012		US Grant Memorial Highway (US 20) from Longcommon Parkway to Coombs Road - CFP	Kane/Kendall Council	Elgin	ROW	\$160,000					\$80,000	\$160,000	\$19,869,615	2/2027	No change. Land acquisition set to be initiated 02/2027 and estimated to be completed and certified in 03/2029.	3/31/2026	Land acquisition set to be initiated 02/2027 and estimated to be completed and certified in 03/2029.	1/30/2026
28	09-25-0012		US Grant Memorial Highway (US 20) from Longcommon Parkway to Coombs Road - CFP	Kane/Kendall Council	Elgin	C/CE			\$14,400,000			\$5,800,000	\$14,400,000	\$19,869,615	11/2030	No change. Final PS&E estimated to be submitted 08/2030 for a 11/2030 target letting.	3/31/2026	Final PS&E estimated to be submitted 08/2030 for a 11/2030 target letting.	1/30/2026
29	06-25-0004	06-00-0042	143rd Street and Southwest Highway Intersection Improvements - CFP	Southwest Council	Orland Park	CON	\$0	\$8,500,000	\$0	\$0	\$0	\$8,500,000	\$8,500,000	\$25,000,228	11/2026	Pre-final plans anticipated to be submitted 05/15/2026 for a 11/2026 target letting.	3/31/2026		
30	08-25-0006		Grade Separated Pedestrian Crossing - CFP		Westmont	C/CE	\$0	\$0	\$23,750,000	\$0	\$0	\$23,750,000	\$23,750,000	\$37,250,000	Q3/2028	Status update not submitted.			

FFY 2026 - 2030 STP - Shared Fund Contingency Program Status Report: May 2026

PROJECT INFORMATION							REQUESTED FUNDING						TARGET AUTH	CURRENT STATUS		PRIOR STATUS			
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2026	2027	2028	2029	2030	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
31	02-25-0014		CH W43 FAU 2812 Crawford Avenue from CH A67 FAU 1332 Oakton Street to FAU 1312 Golf Road - CFP	Cook Co DOTH	Cook Co DOTH	CON	\$7,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$7,200,000	\$35,800,000	11/2026	Final PS&E estimated to be submitted 09/2026, ROW anticipated to be certified 09/2026, and a construction letting estimated for 11/2026.	3/31/2026	Final PS&E estimated to be submitted 09/2026, ROW anticipated to be certified 07/2026, and a construction letting estimated for 11/2026.	1/30/2026
32	11-25-0004	18-21-0033	Woodstock Yard - CFP	McHenry Co DOT	McHenry Co DOT	IMP	\$0	\$0	\$0	\$20,000,000	\$20,000,000	\$30,000,000	\$40,000,000	\$55,162,500	Q3/2028	No change. NEPA process antipated to be completed 07/2026, final engineering verification estimated for 04/2028, and construction contractor selection estimated for 07/2028.	3/31/2026	NEPA process antipated to be completed 07/2026, final engineering verification estimated for 04/2028, and construction contractor selection estimated for 07/2028.	1/30/2026
33	03-25-0008	03-23-0017	Wheeling Road Reconstruction from Palatine Road to Dundee Road - CFP	Northwest Council	Wheeling	C/CE	\$15,303,826	\$0	\$0	\$0	\$0	\$12,243,061	\$15,303,826	\$22,982,382	11/2027	Pre-final plans anticipated to be submitted 05/2027, ROW certification estimated for 11/2026, and a target letting estimated for 11/2027.	3/31/2026		
38	06-25-0005	06-03-0005	143rd Street from Will-Cook Road to Wolf Road - CFP	Southwest Council	Orland Park	C/CE	\$11,554,866	\$0	\$0	\$0	\$0	\$11,554,866	\$11,554,866	\$16,508,583	6/2027	Pre-final plans estiamted to be submitted 12/2026, ROW certification anticipated for 04/2027, and a target letting of 06/2027.	3/31/2026		



In order for all councils and the Shared Fund to be able to make the best active reprogramming choices, CMAP maintains an accounting of available, programmed, and obligated funds for the region. This accounting includes actual and projected redistribution of unobligated funds and the use of those funds by councils and shared fund projects. This accounting is updated continuously and published periodically.

Current: FFY 2026

	STP-SF	All Councils	Redistribution
Start of FFY26			
FFY26 Allotment	\$31,843,901	\$180,448,772	n/a
Carryover from FFY25 (expires 3/31/26)	\$0	\$6,099,548	n/a
Carryover from FFY25 (no expiration)	\$4,871,631	\$579,287	\$118,715,039
FFY26 Mark	\$36,715,532	\$187,127,607	\$118,715,039
Programmed (current year + extended)	\$36,715,532	\$172,460,307	n/a
Programmed	\$36,715,532	\$166,360,759	n/a
Extended from FFY25	\$0	\$6,099,548	n/a
Unprogrammed (available for active reprog.)	\$0	\$14,667,300	n/a
Program adjustments throughout FFY26			
Planned use of redistribution	\$46,495,797	\$48,604,587	-\$95,100,384
Cost changes	\$4,491,474	\$13,671,797	n/a
Active Reprogramming	-\$4,491,474	\$16,794,181	n/a
Moved out of FFY26 (including expired extensions)	-\$20,574,100	-\$131,218,840	n/a
Moved into FFY26	\$16,082,626	\$148,013,021	n/a
Revised program	\$36,715,532	\$202,926,285	n/a
Mark adjustments throughout FFY26			
Funds from redistribution	\$0	\$24,975,876	-\$24,975,876
Funds from obligation remainders	\$0	\$0	n/a
Extended funds that expired	\$0	\$0	\$3,460,000
Revised FFY26 mark	\$36,715,532	\$208,643,483	\$97,199,163
Revised unprogrammed	\$0	\$5,717,198	n/a
Transfers, Obligations & Extensions			
Obligated	\$7,946,732	\$74,784,930	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$0	n/a
Unobligated	\$28,768,800	\$112,342,677	n/a
Extended (funds eligible to carryover)	\$0	\$0	n/a
Ineligible for extension (funds ineligible to carryover)	\$0	\$0	n/a
Unprogrammed (ineligible to carryover)	\$0	\$5,717,198	n/a
End of FFY26			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$5,717,198	\$5,717,198

Projected: FFY 2026 - 2030

	STP-SF	All Councils	Redistribution
Start of FFY27			
FFY27 Allotment	\$32,353,403	\$183,335,953	\$7,815,977
Carryover from FFY26 (expires 3/31/26)	\$0	\$0	n/a
Carryover from FFY26 (no expiration)	\$0	\$0	n/a
FFY27 Mark	\$32,353,403	\$183,335,953	\$7,815,977
Programmed (current year + extended)	\$32,279,316	\$163,786,970	n/a
Unprogrammed (available for active reprog.)	\$74,087	\$19,548,983	n/a
End of FFY27			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$74,087	\$19,548,983	\$19,548,983



	STP-SF	All Councils	Redistribution
Start of FFY28			
FFY28 Allotment	\$32,871,058	\$186,269,327	\$27,364,960
Carryover from FFY27 (expires 3/31/27)	\$0	\$0	n/a
Carryover from FFY27 (no expiration)	\$0	\$0	n/a
FFY28 Mark	\$32,871,058	\$186,269,327	\$27,364,960
Programmed (current year + extended)	\$32,242,514	\$113,673,576	n/a
Unprogrammed (available for active reprog.)	\$628,544	\$72,595,751	n/a
End of FFY28			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$628,544	\$72,595,751	\$73,224,295

	STP-SF	All Councils	Redistribution
Start of FFY29			
FFY29 Allotment	\$33,396,995	\$189,249,638	\$100,589,255
Carryover from FFY28 (expires 3/31/28)	\$0	\$0	n/a
Carryover from FFY28 (no expiration)	\$0	\$0	n/a
FFY29 Mark	\$33,396,995	\$189,249,638	\$100,589,255
Programmed (current year + extended)	\$33,396,995	\$173,594,966	n/a
Unprogrammed (available for active reprog.)	\$0	\$15,654,672	n/a
End of FFY29			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$15,654,672	\$15,654,672

	STP-SF	All Councils	Redistribution
Start of FFY30			
FFY30 Allotment	\$33,396,995	\$189,249,638	\$116,243,927
Carryover from FFY29 (expires 3/31/29)	\$0	\$0	n/a
Carryover from FFY29 (no expiration)	\$0	\$0	n/a
FFY30 Mark	\$33,396,995	\$189,249,638	\$116,243,927
Programmed (current year + extended)	\$33,396,995	\$86,045,303	n/a
Unprogrammed (available for active reprog.)	\$0	\$103,204,335	n/a
End of FFY30			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$103,204,335	\$103,204,335

Start of FFY: Represents the allotments, marks, programming, and unprogrammed balance at the beginning of the Federal Fiscal Year (FFY). For redistribution, carryover reflects funds transferred at the end of the prior FFY.

Program Adjustments: Includes changes to programming due to active program management, such as cost changes and active reprogramming in different FFYs.

Marks Adjustments: Includes changes to available marks due to use of redistribution, obligation remainders, and expiration of funds. Planned use of redistribution is tentative, and shown in italics.

Obligations and Extensions: Accounting of the obligation of funds and funds associated with projects granted obligation deadline extensions.

End of FFY: Accounting of funds eligible to be carried over to the next FFY and those that are ineligible and will be transferred to redistribution.

MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: May 7, 2026

Subject: STP Shared Fund Methodology – Resilience planning factor

Action Requested: Discussion

Published in March, the [Transportation Resilience Improvement Plan](#) (TRIP) identifies where the regional transportation system is vulnerable to extreme weather and climate change and how to make it more resilient. It provides a roadmap to inform and prioritize transportation planning and decision making throughout the region. TRIP meets the Federal Highway Administration’s Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

At the May meeting, staff will provide an overview of TRIP and discuss modest changes to the resilience planning factor for the FFY2028-32 project selection cycle to align the scoring criterion with it.

How was TRIP developed?

Through data analysis and flood modeling, literature reviews, partner interviews, workshops, and other approaches, CMAP first sought to understand the region’s risks and to determine ways to reduce those risks. The [TRIP vulnerability assessment](#) found that flooding is the biggest climate-related risk to the transportation system and extreme heat poses the biggest threat to transportation users and outdoor workers. Both flooding and extreme heat events are expected to worsen in the future, making it essential for our region to prepare.

Over a three-year period, CMAP engaged a wide range of state, county, and municipal partners and stakeholders through a project steering committee, workshops, focus groups, interviews, and CMAP’s public bodies. These engagement efforts helped verify findings and ensure that the plan aligns with the resilience needs and priorities of regional partners and stakeholders.

Current resilience scoring

The application materials from the last call for projects state:

Projects in the eligible categories below will receive resilience policy points if the local jurisdiction (municipality, township, and/or county) in which they are located has an adopted policy with the goal of increasing transportation resilience. A green streets policy is one example of a resilience policy.

These projects will also receive resilience elements points if the project includes elements that improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as flooding, extreme heat, and other weather events or natural disasters. Projects that are located where there are higher flood and heat exposure scores from the Transportation Resilience Improvement Plan climate vulnerability assessment will receive more points for inclusion of resilience elements that address the vulnerability than those located where the TRIP vulnerability scores are lowest or that include resilience elements that are not directly related to the vulnerabilities.

Bridge rehab/reconstruction, bus speed improvements, and corridor/small area safety improvement projects are ineligible to receive resilience points.

Project type(s)	Maximum resilience policy points	Maximum resilience elements points
Bicycle/pedestrian barrier elimination; Highway-rail grade crossing improvements; Road expansion; Road reconstruction; Transit station, yard, or terminal improvements; Truck route improvements	1	4

Eligible elements vary based on the function of the resilience improvement. Some elements are eligible outright, while others must exceed the established design standards to receive points. For example, a project that provides stormwater storage using gray infrastructure would need to provide additional capacity than what is currently required in order to be eligible.

Recommendations for integrating TRIP into the resilience planning factor

Staff recommend modest changes to incorporate TRIP strategies into the resilience planning factor for the FY2028-32 project cycle. The changes will support expanding the list of eligible resilience elements and aligning project scoring with the TRIP priority project list.

Expand list of eligible resilience elements. TRIP presents 21 project resilience strategies — a collection of structural, nature-based, and hybrid tactics — that can increase flood or heat resilience. Staff recommend using TRIP’s more expansive suite of strategies as an approved list of resilience elements, while still allowing other elements to be considered on a case-by-case basis.

For the last cycle, certain structural or gray infrastructure elements were only eligible if the project sought to go above the design standard. For example, road drainage upgrades had to exceed the required stormwater storage and conveyance standards. Staff recommend making more elements eligible outright and using the scoring process to assess the impact of the proposed project.

Align project scoring with TRIP priority project list. TRIP highlights 64 projects identified by partner agencies and evaluated by CMAP where prioritized investments can increase the transportation system's resilience. Through TRIP identification, these projects are more competitive for national [PROTECT grants](#) and eligible for a reduced cost-share. CMAP further refined the project list to identify the 20 highest priority projects to help the agency and the region focus their support for potential funding and coordination.

Staff recommend using TRIP's scoring methodology which evaluates projects based on the system need and project impact. System need will still be determined based on the exposure score of the TRIP vulnerability assessment. Project impact will be assessed based on the project's ability to mitigate the need and/or build additional resilience and co-benefits. This change will ensure consistency between efforts and lessen the effort required by sponsors when submitting projects that are on the TRIP priority list.

To align scoring, staff also recommend eliminating the resilience policy point. In previous years, projects were awarded one point if the local jurisdiction in which they are located had an adopted policy with the goal of increasing transportation resilience (e.g., a green streets policy). The policy point did not result in notable change in adopted resilience policies in the region and was difficult for staff to score, given sponsors' broad interpretation of what qualifies as a transportation resilience policy.



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MEMORANDUM

To: STP Project Selection Committee
From: CMAP Staff
Date: May 7, 2026
Subject: STP Shared Fund Methodology – Safety Need/Improvement
Action Requested: Discussion

CMAP Safe Systems Program

CMAP’s newly established Safe Systems Program puts into action processes that direct the region toward a future where no one gets killed or seriously injured on our roadways. Among the program’s first directives is implementing the county-level Safety Action Plans (SAPs) adopted in 2025 and aligning CMAP’s programming and planning work with Safe System Principles.

The Safe System Approach, adopted by FHWA in 2022, and many partners since, aims to eliminate fatal and serious injuries for all road users. Historically, traffic safety approaches have focused on the most cost-effective way of reducing existing crashes; a Safe System Approach is a holistic view of the elements that can create layers of safety, and roadway designs that plan for inevitable human error and reduce the amount of kinetic energy in the network.

To better align CMAP’s project programming with a Safe System Approach, staff recommend near-term changes to the Surface Transportation Program-Shared Fund (STP-SF) evaluation methodology that employ the completed SAP work, take a more proactive approach to addressing known crash risk factors, and assess interventions for their effect on the overall system.



Source: FHWA.

Current Methodology

Under the existing evaluation methodology for the STP-SF funding program, each candidate project is assessed for Transportation Impact (total 50 points)— comprised of scores for *existing condition/need* (up to 20 points), *improvement* (up to 20 points), and *jobs and housing benefit* (up to 10 pts). The Transportation Impact score is combined with other metrics, like Project Readiness and Subregional Priority to determine a project’s final evaluation score.

Existing Condition/Need: Safety

Safety is considered in the following four existing condition/need project categories: Truck Route Improvement, Roadway Expansion, Roadway Reconstruction, and Corridor/Small Area Safety. Projects can earn up to 20 *existing condition/need* points (out of 100 total points) as follows, with weights in parentheses:

- Truck Route Improvements: Condition (10%), **Safety (10%)**, Reliability (20%), Mobility (20%), Truck Volume (20%), Geometric Deficiencies (20%)
- Roadway Expansion: Condition (15%), Mobility (30%), Reliability (30%), and **Safety (25%)**
- Roadway Reconstruction: Condition (50%), Mobility (10%), Reliability (20%), and **Safety (20%)**
- Corridor/Small Area Safety: **Safety need score (0-12 pts) + history of high-risk crash types (0-8 pts)**

A project’s “safety need” score relies on the location’s Illinois Department of Transportation (IDOT) Safer Roads Index (SRI) score, where a project in a “critical” tier location earns more points than a project in a “medium” tier location. The SRI methodology divides roads throughout the state into peer groups based on roadway features and then creates five tiers based on an analysis of the overrepresentation of crashes on roadways in each peer group. This designation is scaled from 0-100 points across candidates in the respective project category and then combined with remaining metrics to arrive at the total *existing condition/need* score.

Improvement Score: Corridor/Small Area Safety Projects

Safety is also considered when determining *improvement* scores for projects in the Corridor/Small Area Safety category. Projects classified in other categories are not scored in this same way for their improvement impact. The Corridor/Small Area Safety project’s highest crash reduction factor (CRF), multiplied by the number of serious and fatal crashes at the project location– relative to the overall project cost – results in the *improvement* score.

Proposed Methodology – Measuring Safety Need and Safety Improvement

The current evaluation methodology for *existing condition/need* and *improvement* follows a conventional safety framework that relies largely on crash history to determine need and misses the opportunity to reduce kinetic energy and minimize risk for all road users. While this framework is familiar to many, it is misaligned with a Safe System Approach.

The updated approach operationalizes the findings of the SAPs, a recent coordinated effort that integrates both conventional/reactive and Safe System/proactive strategies. It provides a more complete understanding of project context and supports county-identified safety priorities. Aligned with Safe System Principles, the proposed evaluation method departs from reliance on crash history and unreliable or irrelevant CRFs, which require a project to match a specific context to validate potential crash reductions. Moreover, many CRFs include minor injury and property damage crashes, instead of focusing solely on serious injury and fatal crashes. Instead, the Design Hierarchy method proactively evaluates countermeasures based on their expected effect on the transportation system and the potential to reduce fatal and serious injury crashes.

Measuring Safety Need: Truck Route Improvements, Roadway Expansion, Roadway Reconstruction, and Corridor/Small Area Safety Projects

For all project types listed in the subtitle, CMAP staff propose refining how the safety element of the existing condition/need score is measured. Instead of relying on IDOT SRI scores, safety need will be evaluated using county-level High Injury Networks (HINs) and the systemic risk typologies identified in the SAPs. 25% of projects' safety need will be based on their location within the respective county HIN and 75% will be based on systemic risk needs outlined in the relevant county SAP.

This change will only apply to the safety element of the *existing condition/need* metric. For example, for roadway reconstruction projects, this safety score will still be weighted at 20% and combined with other *need* metrics.

Measuring Safety Improvement: Corridor/Small Area Safety Projects

For projects in the Corridor/Small Area Safety category, staff propose using [FHWA's Safe System Design Hierarchy](#) to determine *improvement* score. This framework assigns tier values to countermeasures based on their impact on the roadway system and their overall potential to reduce serious injuries and fatalities. Tier 1 countermeasures remove severe conflicts; Tier 2 measures reduce vehicle speeds/kinetic energy; Tier 3 treatments help manage conflicts in time; Tier 4 elements increase user awareness and attentiveness.

Consistent with the current application method for safety *improvement*, project sponsors will indicate which countermeasures the proposed project will implement. The scores assigned to those countermeasures are totaled, compared with overall project cost, and scaled across all projects in the category to produce an *improvement* score of up to 20 points.

Conclusion

The proposed *safety existing condition/need* and *improvement* methodology will better align CMAP programming with a Safe System approach and operationalize the completed county-level SAP efforts in the near-term. While more substantial changes are expected in the long term, staff intends for these minor adjustments to provide a smooth transition toward a more comprehensive Safe System-based evaluation framework in the future.