



MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: May 8, 2025

Subject: Recommended FFY 2026-2030 STP Shared Fund Active and Contingency Programs

Action Requested: Approval

Purpose

On April 4, 2025 the staff recommended FFY 2026-2030 STP Shared Fund Active and Contingency programs were released for a public comment period that closed on May 2, 2025. One comment was received and is attached along with this memo.

A letter from L. Anton Seals Jr., executive director of Grow Greater Englewood, was received requesting the inclusion of the following five projects in the STP Shared Fund programs:

- Halsted St Complete Streets from 51st St to 59th St as an Access to Transit project
- Nature Trail Expansion along Hamilton Rd Pathway from 59th St to 71st St
- Garfield Blv and Western Av bus infrastructure to CTA Jackson Park Green Line at King Dr
- Reconstruction of Racine Station on CTA Englewood Green Line
- CTA Green Line Englewood Under Rail Greening project and station improvements at Ashland Av

None of the above projects were submitted by eligible project sponsors for consideration. Staff are committed to holding discussions of what it could look like in the future to have publicly submitted proposals that could be considered by project implementing agencies for submittal for STP Shared Fund funding consideration.

Staff Recommendations

Based upon the comment received, staff recommends no changes to the proposed FFY 2026-2030 STP Shared Fund programs. However, during the public comment period, staff became aware of some errors in the analysis and the ranking of projects. The correction of the errors has resulted in changes being made to the project rankings and the recommendation for both the Active and Contingency programs. The changes are detailed below for committee review.

- 07-25-0008 Calumet City-State Street Reconstruction: West of Burnham Avenue to State Line Road

There was no change to the State Street analysis or ranking. It was discovered that the 07-20-0048 project in the existing active Shared Fund, was the same project. The current application was to increase funding for the existing project. The funding that was originally proposed in the program that went out for public comment was reduced by the existing funding and the existing funding was moved from 2028 to 2030 to accommodate the increase in funding.

- 09-25-0010 Elgin-Kimball St over the Fox River

With the change to the existing funding for 07-20-0048, the proposed funding for Kimball St was moved up from 2029 to 2028, the year it was requested.

- 01-25-00015 CDOT-Rehabilitation of 92nd Street, 95th Street, and 100th Street Bridges over the Calumet River

The Inclusive Growth score was incorrectly recorded for the project. The project involves the rehabilitation of three separate bridges across the Calumet River and the score given was only for one of the bridges which had a lower inclusive growth score than the other two bridges. The project's total score increased 3 points, and its rank changed from 14th to 9th among eligible projects. With the revised rank, partial funding in the amount of \$13,729,435 was added to 2029.

- 05-25-0006 Summit-74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad

The Inclusive Growth score was incorrectly recorded as zero for the project and should have been six (6). This changes the project's total score to 53.4 and the rank changes from 21st to 14th among eligible projects. With the revised rank, funding in the amounts of \$175,000 for phase II engineering and \$3,100,000 for construction and construction engineering was added to 2028 and 2030 respectively.

- 03-25-0011 Elk Grove Village-Biesterfield Road at I-290 Ramp and Interchange Improvements

The project was incorrectly analyzed as a Road Reconstruction project and should have been analyzed as a Road Expansion and Corridor or Small Area Safety projects. The project as a Road Reconstruction was not ranked because it did not meet minimum need requirements. When reanalyzed as a Road Expansion it received 47.1 points and when analyzed as a Safety project it received 33.9 points. Keeping the higher score, the project ranks 21st among eligible projects but is not ranked high enough to be funded.

Staff recommends approval of the proposed FFY 2026-2030 STP Shared Fund programs, with the above changes.