



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 6, 2024

Subject: Transportation Improvement Program (TIP) Amendments

Action Requested: Approval of Formal TIP Amendments 24-09.1 through 24-09.12

The local Councils of Mayors (councils) and Chicago Department of Transportation (CDOT) conducted calls for FFY 2025 – 2029 STP-Local projects from October 2023 through March 2024. The resulting programs are presented as a series of twelve TIP amendments for committee consideration. This memo provides a summary and highlights of the programs.

The amendments are listed below. The links will open an eTIP amendment report for each.

24-09.1	CDOT	24-09.7	South
24-09.2	North Shore	24-09.8	DuPage
24-09.3	Northwest	24-09.9	Kane/Kendall
24-09.4	North Central	24-09.10	Lake
24-09.5	Central	24-09.11	McHenry
24-09.6	Southwest	24-09.12	Will

Within the amendment reports are the financial and scope details for each project. Because the CMAP TIP currently has active years of FFY 2024 – 2028, the STP-Local funding that is programmed under the “Future” heading in the amendment reports is intended to be programmed in FFY 2029. The Current Change Reason narrative in the reports indicates projects that are new and projects that are continuing from the prior program, with or without changes.

In total, the eleven councils and CDOT have submitted 358 projects for consideration. The STP-Local funding proposed for these projects totals nearly \$894 million over FFYs 2025 – 2029. The total cost of the 358 projects, including other fund sources and funds programmed in past and future years, is over \$2.7 billion.

Table 1. STP-Local funding programmed by council

Council	# of projects	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	Total STP-L
CDOT	23	\$75.11	\$76.78	\$78.00	\$79.25	\$74.12	\$383.26
Central	18	\$3.01	\$1.55	\$3.11	\$3.16	\$3.22	\$14.05
DuPage	52	\$17.31	\$17.68	\$17.90	\$18.65	\$18.95	\$90.50
Kane/Kendall	44	\$9.07	\$11.39	\$12.48	\$12.70	\$12.70	\$58.33
Lake	19	\$11.40	\$11.14	\$11.32	\$11.50	\$11.69	\$57.05
McHenry	22	\$5.00	\$5.17	\$5.29	\$4.75	\$5.37	\$25.58
North Central	24	\$4.84	\$4.67	\$4.89	\$5.40	\$5.40	\$25.19
North Shore	18	\$6.13	\$6.19	\$6.28	\$6.35	\$6.45	\$31.39
Northwest	35	\$12.22	\$12.63	\$12.49	\$13.07	\$11.96	\$62.37
South	39	\$10.28	\$10.08	\$9.35	\$9.36	\$10.45	\$49.53
Southwest	40	\$8.52	\$8.87	\$9.01	\$9.11	\$7.69	\$43.19
Will	24	\$10.74	\$10.45	\$10.68	\$10.68	\$10.99	\$53.54
Grand Total	358	\$173.64	\$176.58	\$180.79	\$183.99	\$178.99	\$893.99

All financial data in millions of dollars

More than half (209) of the STP-Local projects are continuing from the prior FFY 2023 – 2027 local programs, many with additional STP-Local funding or changes to their schedules, and 149 projects are completely new projects or projects not previously programmed to use STP-Local funding. These new STP-Local projects are adding nearly \$326 million in STP-Local funding to FFYs 2025 – 2029. Some highlights of the new projects being added include:

- 97% of the funding programmed is for construction and construction engineering.
- The majority of the projects (80%) and funding (62%) are primarily focused on roadway maintenance and modernization. Nearly all of these projects include bicycle, pedestrian, and ADA infrastructure improvements.
- 14% of the funding programmed is for transit station/stop improvements.
- Over 5% of the projects are primarily focused on bicycle and pedestrian improvements, utilizing only 1.4% of the programmed funding.
- \$3.8 million in Transportation Development Credits – Highways (TDCH, a.k.a. “toll credits”) is proposed to be used in lieu of local match for 40 of the new projects.
- There are 96 unique project sponsors.

The programs of projects included in TIP amendments 24-09.1 through 24-09.12 represent the priorities of the subregional councils and CDOT and will contribute to meeting federal performance targets set by this region and the implementation of ON TO 20250. These TIP amendments were reviewed by the Transportation Committee on May 31, 2024 and they are recommending MPO Policy Committee approval.