

STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, February 5, 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 February 4, 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 November 6, 2025****26-023**

ACTION REQUESTED: Approval

Attachments: [STPPSC Draft Meeting Minutes 11062025](#)**4.0 Active Program Management Reports****4.01 Shared Fund Status Updates****26-024**

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: [FFY 2026-2030 STP Shared Fund Active Program](#)**4.02 Regional Accounting Update****26-025**

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: [FFY 2026-2030 STP Regional Accounting](#)**5.0 FFY 2028-2032 STP-SF Program Development****5.01 Methodology Discussion****26-034**

PURPOSE & ACTION: The attached memo that presents recommendations for the level of discussion expected over the next six months regarding potential changes to the shared fund methodology for the FFY 2028-2032 program development cycle will be discussed.

ACTION REQUESTED: Discussion

Attachments: [STP PSC MethodologyMemo Feb2026](#)**6.0 Other Business****7.0 Public Comment**

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

8.0 Next Meeting

The next meeting is scheduled for March 26, 2026.

9.0 Adjournment

STP PROJECT SELECTION COMMITTEE

MEETING MINUTES

Thursday, November 6, 2025

9:30 AM

1.0 Call To Order

The meeting was called to order at 9:35 a.m. by Chair Dobbs.

Present: Kama Dobbs, Leon Rockingham, Jeffrey Sriver and Anne Zhang

Absent: Grant Davis, Mark Kuchler and Jeffery Schielke

Non-Voting: Jon Paul Diipla, Heather Mullins and Tara Orbon

Absent (NV): Mark Kane and Chad Riddle

Staff Present: Teri Dixon, Alyson Dressman, Doug Ferguson, Jon Haadsma, Hayden Horton, Aimee Lee, Richard Norwood, George Rivera, Mike Sobczak, Sarah Stolpe

Others Present: Eric Czarnota, Rithvika Dara, George Kandathil, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Matt Pasquini, Leslie Rauer, Chad Riddle, Joe Surdam, Megan Swanson, Daniel Thomas

2.0 Agenda Changes and Announcements

There were no changes to the agenda or announcements.

3.0 Approval of Minutes

Draft meeting minutes from May 15, 2025

Attachments: [STPPSC Draft Meeting Minutes 05152025](#)

A motion to approve the meeting minutes of May 15, 2025, as presented, was made by Leon Rockingham, seconded by Anne Zhang. The motion carried by a voice vote.

4.0 Active Program Management Reprots

Shared Fund Status Updates

Attachments: [FFY 26-30 STP-SF Active Program](#)
[FFY 26-30 STP-SF Contingency List](#)

Jon Haadsma provided an update on the Shared Fund. Haadsma noted that in federal fiscal year (FFY) 2025, total Shared Fund obligations were \$23,138,841, which was below the \$52,778,869 mark. As a result, \$24,768,397 was transferred to the redistribution fund.

In FFY 2026, Haadsma outlined that the Shared Fund mark is \$31,843,901, and also has \$4,871,631 in carryover from an obligation remainder, which brings the total Shared Fund 2026 mark to \$36,715,532.

Haadsma said that the LaSalle Street bridge project is slated to be the first project that will use

funding. This project is programmed for \$44 million, greater than that of the Shared Fund mark. As such, this is the only project programmed in the Shared Fund active program, with the remaining projects being programmed using planned use of redistribution.

Regional Accounting Update

Attachments: [Regional STP Accounting Summary- Oct 2025](#)

Haadsma proceeded to provide an update on the regional accounting, noting that the region obligated a total of \$275,458,004 across all STP programs in 2025. This amount included \$82,791,644 that came from the redistribution fund across six STP programs that had used their entire mark. The other six STP programs who did not use their entire mark ended up sending a combined \$43,746,884 to the redistribution fund.

Haadsma noted that after accounting for all transfers to and from the redistribution fund in FFY 2025, the current redistribution balance will go into FFY 2026 at roughly \$118 million.

Lastly, Haadsma outlined a new process CMAP staff will be following to grant approval for additional project phases to be programmed using planned use of redistribution to ensure those phases will actually use the funding in the respective year. Guidance was released to programmers that outlines thresholds for the earliest planned use of redistribution can be programmed for a phase based on the target authorization date and the milestones the project has accomplished.

5.0 FFY 2028-2032 STP-SF Program Development

5.01 Methodology and Scoring Review

Doug Ferguson said that staff is beginning to look at possible methodology updates for the next call for projects that is projected to open in October 2026.

6.0 Other Business

Chair Dobbs highlighted that the upgraded eTIP database is now live and can be accessed by both programmers and the public.

7.0 Public Comment

There were no public comments from member of the audience.

8.0 Next Meeting

The next meeting is scheduled for December 4, 2025.

8.01 2026 Committee Meeting Dates

Attachments: [PSC\(Memo\)MeetingDates2026](#)

Doug Ferguson presented the proposed meeting dates for 2026. Ferguson also mentioned that staff is looking into having workshops as opposed to meetings if it's within the guidelines of the Open Meetings Act.

A motion to approve the 2026 committee meeting dates, as presented, was made by Jeff Sriver, seconded by Leon Rockingham. The motion carried by a voice vote.

9.0 Adjournment

A motion to adjourn the meeting at 9:57 a.m. was made by Leon Rockingham, seconded by Anne Zhang. The motion carried by a voice vote.

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: January 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		Project let 01/16/2026.	1/31/2026	Pre-final plans submitted 7/2025. Project is on track for a 1/2026 target letting.	9/22/2025
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		Project moved from the 11/2026 letting to the 04/2026 letting.	1/1/2026	No change. Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 5/2026 for 11/2026 target letting	9/2/2025
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	\$0		Project moved from the 1/2026 letting to the 04/2026 letting.	1/1/2026	Final Plans submitted in 09/2025. Project on track for 01/2026 letting.	9/30/2025
09-20-0082	Sullivan Road Widening/Resurfacing and Traffic Signal Modernization from Edgeland 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	4/2026	\$0		Project moved from the 2/2026 letting to the 04/2026 letting.	1/1/2026	Final plans submitted 9/30/24. ROW certification anticipated 1/2026 for 2/2026 target letting.	9/30/2025
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	\$0		Project moved from the 03/2026 letting to the 04/2026 letting.	1/1/2026	Final plans anticipated to be submitted 12/2025 for a 3/2026 letting.	9/30/2025
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	4/2026	\$0		Pre-final plans anticipated 10/2025 and ROW certification anticipated 3/2026 for an 4/2026 target letting.	9/25/2025	No change. Phase 2 kick-off held 10/2024. Pre-final plans anticipated 9/2025 and ROW certification anticipated 1/2026 for an 3/2026 target letting.	6/12/2025
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	4/2026	\$0		Pre-final plans anticipated 10/2025 and ROW certification anticipated 3/2026 for an 4/2026 target letting.	9/25/2025	No change. Phase 2 kick-off held 10/2024. Pre-final plans anticipated 9/2025 and ROW certification anticipated 1/2026 for an 3/2026 target letting.	6/12/2025
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	6/2026	\$0		No change. Final PS&E anticipated 10/2027; ROW funding agreement anticipated 2/2026.	9/24/2025	No change. Final PS&E anticipated 10/2027; ROW funding agreement anticipated 2/2026.	6/25/2025
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	6/2026	\$0		No change. Pre-final plans anticipated 3/2026 and ROW certification anticipated 4/2026 for 6/2026 target letting.	9/24/2025	Pre-final plans anticipated 3/2026 and ROW certification anticipated 4/2026 for 6/2026 target letting.	6/30/2025
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$13,947,506	SOCC	\$9,800,000	\$23,747,506	80%	\$52,000,000	n/a	9/30/2024	CON/CE	6/2026	\$0		Project is anticipating being let in Q2 of 2026.	1/1/2026	Final plans anticipated 7/2025 for a 11/2025 target letting.	9/30/2025

Planned Use of Redistribution																			
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$30,052,494	SOCC	\$9,800,000	\$39,852,494	80%	\$52,000,000	n/a	9/30/2024	CON/CE	6/2026	\$0		Project is anticipating being let in Q2 of 2026.	1/1/2026	Final plans anticipated 7/2025 for a 11/2025 target letting.	6/20/2025
01-12-0015	Grand Avenue Bridge over North Branch of the Chicago River	CDOT	CDOT	\$17,600,000	STP-L, Local	\$16,900,000	\$34,500,000	51%	\$37,989,115	n/a	9/30/2026	CON	11/2026	\$0		Project is anticipating being let in Q4 of 2026.	1/1/2026	Pre-final plans anticipated 1/2026 for a 4/2026 target letting.	6/21/2025
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Cook DOT	Cook DOT	\$2,000,000	TDCH	\$400,000	\$2,000,000	100%	\$59,000,000	n/a	3/31/2024	ENG1	6/2026	\$0		No change. Consultant selected 3/17/2024. Kick-off held 5/23/2024. Proceeding with Section 1440 approval.	9/15/2025	No change. Consultant selected 3/17/2024. Kick-off held 5/23/2024. Proceeding with Section 1440 approval.	6/26/2025
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	6/2026	\$0		Phase 1 kick-off held in 05/2025. Phase 1 agreements anticipated to be approved 06/2026.	9/30/2025	Sponsor reported anticipated agreement approval 9/2025 however staff anticipates approval in 1/2026.	6/30/2025
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	6/2026	\$0		Project is anticipating a 06/2026 letting.	1/1/2026	Phase 2 kick-off anticipated 2/2026; Pre-final plans anticipated 5/2026 for a 11/2026 target letting.	9/30/2025
07-94-0027	Joe Orr Rd Extension	Cook DOT	South Council	\$2,500,000	Local	\$10,879,808	\$13,379,808	20%	\$13,379,808	n/a	3/17/2023	CON	9/2025	\$0		No update for September reporting period.		Targeting 09/2025 letting	6/30/2025
04-06-0021	IL 171 1st Avenue at UP RR Geneva Subdivision (CREATE GS-12-NAT_NBR 173996K)	Cook DOT	Cook DOT	\$3,500,000	TDCH	\$700,000	\$3,500,000	100%	\$101,500,000	0%	9/30/2025	ENG1	11/2026	\$0		Project is preparing paperwork for Section 1440 approval.	1/1/2026	Reprogramming needed. Phase 1 consultant expected to be selected in 10/2025. Draft agreements anticipated to be submitted in 11/2025.	9/30/2025
10-23-0010	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	Remainder	\$0		Project let 01/16/2026.	1/1/2026	Pre-final plans anticipated 7/2025 for an 1/2026 target letting.	6/27/2025
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		No change. Project under construction.	1/21/2026	No change. Final PS&E submitted 3/5/24. ROW certification reached in 8/2024. Project let in 9/2024.	9/29/2025
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		Construction is underway. Staff approved supplemental increase 11/8/2024.	9/28/2025	Construction is underway. Staff approved supplemental increase 11/8/2024.	6/25/2025
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		Project let 04/2025.	9/12/2025	Was on 04/2025 letting.	06/20/0025
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	\$0	Let 1/2024; Increase request approved for FFY 2025 with project hitting 75% expenditures.	9/24/2025	Let 1/2024; Increase request approved for FFY 2025 with project hitting 75% expenditures.	6/19/2025

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: January 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	Prior Status	Prior Status Date
08-00-009	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	4/2026	\$0		No change. Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 5/2026 for 11/2026 target letting	9/2/2025	No change. Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 5/2026 for 11/2026 target letting	6/3/2025
05-22-0016	Village of Summit Watermain and Street Light Replacement to be constructed with IIL 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	11/2026	\$0		Pre-final plans submitted 03/2025. Final plans (by IDOT) targeting 7/2025 for a 11/2026 target letting.	9/30/2025	Pre-final plans submitted 03/2025. Final plans (by IDOT) targeting 7/2025 for a 11/2026 target letting.	6/30/2025
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 update for September reporting period.		PDR submitted 3/2025; Pre-final plans anticipated 9/2025 for a Q4 2026 target letting.	6/30/2025
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	12/2025	\$0		No update for September reporting period.		QBS anticipated 6/2025 with agreement approval anticipated 12/2025.	6/30/2025
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	7/2026	\$0		Phase 1 QBS anticipated to begin 10/2025. Draft agreements anticipated to be submitted 11/2025 with approval in 07/2026	10/7/2025	Phase 1 QBS anticipated to begin 4/2025. Sponsor reported anticipated agreement approval 7/2025 however staff anticipates approval in 3/2026.	6/30/2025
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	9/2026	\$0		QBS selection now anticipated for 11/2025. Funding agreements anticipated to be submitted 01/2026.	9/30/2025	QBS selection now anticipated for 09/2025.	6/19/2025
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		No change. Project under construction.	1/21/2026	No change. Final PS&E submitted 3/5/24. ROW certification reached in 8/2024. Project let in 9/2024.	9/29/2025

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	Prior Status	Prior Status Date
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	3/2028	\$0		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
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	1/2026	\$0		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
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	5/2028	\$0		No update for September reporting period.	6/23/2025	No change. Design approval anticipated 6/2026; Final plans anticipated 3/2027 for a 9/2027 target letting.	6/23/2025

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	Prior Status	Prior 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	Q3/2025	\$0		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
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		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
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		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			

FFY 2026 - 2030 STP - Shared Fund Active Program Status Report: January 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	Prior Status	Prior 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	1/2026	\$0		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
03-25-0009	Algonquin Road & UP Railroad Grade Separation	Des Plaines	Northwest	\$14,476,800	Local, RRGX	\$8,119,200	\$40,596,000	36%	\$47,503,658		9/30/2030	C/CE	3/2029	\$0		FFY 2026-2030 STP-SF awarded project. First required reporting period will be 12/2025.			
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		Design Approval received 9/6/2024; Pre-final plans anticipated 9/2027 for an 4/2030 target letting.	10/1/2025		
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		Design Approval received 9/6/2024; Pre-final plans anticipated 9/2027 for an 4/2030 target letting.	10/1/2025	Not submitted. Design Approval received 9/6/2024; Pre-final plans anticipated 3/2026 for an 11/2026 target letting.	



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 3/31/25)	\$0	\$6,099,548	n/a
Carryover from FFY25 (no expiration)	\$4,871,631	\$155,166	\$118,715,039
FFY26 Mark	\$36,715,532	\$186,703,486	\$118,715,039
Programmed (current year + extended)	\$36,715,532	\$175,512,535	n/a
Programmed	\$36,715,532	\$169,412,987	n/a
Extended from FFY25	\$0	\$6,099,548	n/a
Unprogrammed (available for active reprog.)	\$0	\$11,190,951	n/a
Program adjustments throughout FFY26			
Planned use of redistribution	\$56,841,419	\$41,109,587	-\$97,951,006
Cost changes	\$715,430	\$8,380,040	n/a
Active Reprogramming	-\$715,430	-\$7,427,993	n/a
Moved out of FFY26 (including expired extensions)	-\$3,555,430	-\$45,336,546	n/a
Moved into FFY26	\$2,840,000	\$37,908,553	n/a
Revised program	\$36,715,532	\$169,412,987	n/a
Mark adjustments throughout FFY26			
Funds from redistribution	\$0	\$0	\$0
Funds from obligation remainders	\$0	\$0	n/a
Extended funds that expired	\$0	\$0	\$0
Revised FFY26 mark	\$36,715,532	\$186,703,486	\$20,764,033
Revised unprogrammed	\$0	\$11,190,951	n/a
Transfers, Obligations & Extensions			
Obligated	\$2,840,000	\$18,879,902	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$0	n/a
Unobligated	\$33,875,532	\$167,823,584	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	\$13,291,132	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	\$13,291,132	\$13,291,132

Projected: FFY 2026 - 2030

	STP-SF	All Councils	Redistribution
Start of FFY27			
FFY27 Allotment	\$32,353,403	\$183,335,953	\$34,055,165
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	\$34,055,165
Programmed (current year + extended)	\$30,167,366	\$173,552,184	n/a
Unprogrammed (available for active reprog.)	\$2,186,037	\$9,783,769	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)	\$2,186,037	\$9,783,769	\$9,783,769



	STP-SF	All Councils	Redistribution
Start of FFY28			
FFY28 Allotment	\$32,871,058	\$186,269,327	\$43,838,934
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	\$43,838,934
Programmed (current year + extended)	\$31,798,200	\$162,031,681	n/a
Unprogrammed (available for active reprog.)	\$1,072,858	\$24,237,646	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)	\$1,072,858	\$24,237,646	\$25,310,504

	STP-SF	All Councils	Redistribution
Start of FFY29			
FFY29 Allotment	\$33,396,995	\$189,249,638	\$69,149,438
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	\$69,149,438
Programmed (current year + extended)	\$33,396,995	\$137,764,351	n/a
Unprogrammed (available for active reprog.)	\$0	\$51,485,287	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	\$51,485,287	\$51,485,287

	STP-SF	All Councils	Redistribution
Start of FFY30			
FFY30 Allotment	\$33,396,995	\$189,249,638	\$120,634,725
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	\$120,634,725
Programmed (current year + extended)	\$31,043,172	\$53,160,069	n/a
Unprogrammed (available for active reprog.)	\$2,353,823	\$136,089,569	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)	\$2,353,823	\$136,089,569	\$138,443,392

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: Douglas Ferguson, Senior Analyst

Date: January 29, 2026

Subject: FFY 2028 – 2032 Program Development: Methodology Discussion

Action Requested: Discussion

Purpose

With each STP Shared Fund program development cycle, staff and the Project Selection Committee (PSC) seek to refine the scoring criteria to further the implementation of ON TO 2050 and align with the goals of the Shared Fund program. This memo presents staff's recommendations for the level of discussion expected over the next six months for each scoring criteria within the methodology. The current methodology can be found in the [FFY 2026-2030 Program Application Booklet](#). Staff are seeking confirmation from the committee about proceeding with the recommended level of discussion for each of the criteria and committee suggestions for any new criteria to discuss over the coming months.

The 2028 – 2032 program development cycle, which will begin in October 2026, will be the fifth cycle for the STP Shared Fund. The table below shows the funding history of the different project types considered for the STP Shared Fund since the 2019 call for projects. With only eight (8) projects funded in the last cycle there were several categories that did not receive funding. Since the inception of the shared fund, applications for bridge projects and grade separation projects have been the most successful, with more than half of the submitted applications funded. In terms of the number of projects, more road reconstructions have been funded than any other project type, and this category represents the most applications submitted. Although the number of bus speed improvement project applications has been small, and none have been funded, staff do not recommend any changes to the eligible project categories.

		bike/ped barrier elimination	bridge rehab or reconstruction	bus speed improvement	corridor or small area safety	highway rail grade crossing	road expansion	road reconstruction	transit station	truck route improvement	total
2019	All apps	n/a	6	5	13	8	23	22	10	13	100
	Unique*	n/a	4	5	10	6	16	10	9	8	68
	Funded	n/a	2	0	1	3	2	4	3	2	17
	% Funded	n/a	50%	0%	10%	50%	13%	40%	33%	25%	25%
2021	All apps	17	4	3	15	8	25	36	3	6	117
	Unique*	4	1	2	8	2	16	19	2	0	54
	Funded	2	1	0	2	0	0	4	0	0	9
	% Funded	50%	100%	0%	25%	0%	0%	21%	0%	n/a	17%
2023	All apps	13	4	1	17	4	17	27	6	5	94
	Unique*	4	2	1	5	4	14	10	4	0	44
	Funded	1	1	0	3	3	5	6	0	0	19
	% Funded	25%	50%	0%	60%	75%	36%	60%	0%	n/a	43%
2024/25	All apps	7	4	1	5	4	4	17	5	2	49
	Unique*	4	4	1	1	2	3	9	5	0	29
	Funded	1	3	0	0	2	0	2	0	0	8
	% Funded	25%	75%	0%	0%	100%	0%	22%	0%	0%	28%
All	All apps	37	18	10	50	24	69	102	24	26	360
	Unique*	12	11	9	24	14	50	48	20	8	166
	Funded	4	7	0	6	8	7	16	3	2	53
	% Funded	33%	64%	0%	25%	57%	14%	33%	15%	25%	32%

*Excludes ineligible applications and all duplicates that scored lower in other categories

The table below presents staff's thoughts on each of the scoring criteria and recommends the level of committee discussion that should occur for each. For criteria recommended for no discussion, staff do not plan to present any proposed changes to the committee. For criteria recommended for "some" or "significant" discussion, staff will allocate time on upcoming meeting agendas to present recommendations for the committee's consideration. "Significant" discussion items may be scheduled for multiple agendas so that committee discussion can inform staff's direction for developing recommendations. Staff would also like to hear any other suggestions from the committee for other scoring criteria that should be researched by staff for committee discussion.

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Eligibility				
Sponsors	No changes to methodology needed.	✓		
Project Types and Phases	As discussed above, staff recommend retaining all project types. Discussion of the scoring criteria for these projects is included below.	✓		
Project Cost and Match Requirements	No changes to methodology needed.	✓		
Inclusion in plans	No changes to the list of acceptable plans.	✓		
Completion of preliminary engineering	Staff recommend continuing with the current eligibility criteria for the upcoming programming cycle.	✓		
Minimum “need” scores	Two cycles ago minimums were established for the “need” criteria for all project types. Projects that did not exceed the minimums were deemed ineligible for funding. Staff believe that these requirements made sense and when applied to the applications received, eliminated projects that were inappropriate for funding consideration. Therefore, staff recommend continuing this practice in the current cycle with no changes.	✓		
Project Readiness				
Engineering and Land Acquisition	Criterion is straightforward, easy to understand and score.	✓		
Financial Commitment	Improvements in text were made in the last round that improved clarity. No changes are anticipated.	✓		
Need & Improvement				
Bicycle & Pedestrian Barrier Elimination	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		
Bridge Reconstruction or Rehabilitation	Criterion is straightforward, easy to understand and score. No changes to methodology are needed.	✓		
Bus Speed Improvements	No changes to project category or the methodology are anticipated.	✓		

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Corridor/small area safety improvements	With safety action plans completed throughout the region in the last year, new data sets are available, and staff are exploring ways to incorporate them into the methodology. Staff will also explore ways to expand the safety methodology as a potential planning factor.			✓
Rail-Highway grade crossing improvements	Criterion is straightforward, easy to understand and score. No changes to methodology are needed.	✓		
Road Expansion	No changes to methodology are needed. Updates to underlying data used in the scoring may be made by staff.	✓		
Road Reconstruction	No changes to methodology are needed. Updates to underlying data used in the scoring may be made by staff.	✓		
Transit Station, Yard, and Terminal Improvements	No changes to methodology are needed. Staff will continue to refine the descriptive text in the application booklet to add clarity.	✓		
Truck Route Improvements	Criterion is straightforward, easy to understand and score. No changes to methodology are needed.	✓		
Transportation Impact				
Jobs + Households (all project types)	With the last program cycle, this criterion was modified so that Jobs and Households would be scored independently. The jobs score is based upon the number of jobs within a project's travel shed indexed to the rest of the projects' job numbers. The households' score is derived from the ratio of households in a project's travel shed to the households in the project's area. While the scoring remains straightforward and provides significant gradation between projects, staff has continued to receive feedback from partner agencies suggesting further examination of this criterion to ensure it is not a disadvantage to projects that rank well in the need, improvement, and planning factors categories but are located in the less dense areas of the region. Staff are exploring some potential alternatives for discussion.		✓	

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Planning Factors				
Inclusive Growth	As the region continues to strive for equity in the transportation system and with changes to federal guidelines, staff will take this as an opportunity to propose redefining this scoring.			✓
Complete Streets	As complete streets policies have become commonplace and project elements a regular occurrence in project scopes, staff will be exploring the potential to refine the focus and/or reduce the weight of this planning factor in the methodology. Two areas that have emerged for discussion are ADA transition planning and traffic safety planning. Staff will prepare options for committee discussion for incorporating ADA and Safety planning into this planning factor or elsewhere in the methodology.		✓	
Resilience	During the last cycle, the resilience score incorporated output data from the Transportation Resilience Improvement Plan (TRIP) for a flood and heat exposure score. This was used in conjunction with a score for the infrastructure used to address vulnerability. As TRIP was just being rolled out before the call for projects opened, staff have now had experience applying it and will propose modifications to the methodology based upon that experience.		✓	
Freight	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		
Transit Supportive Density	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Subregional Priority				
Subregional Priority	No changes to the methodology or application needed.	✓		