



## STP PROJECT SELECTION COMMITTEE

### AGENDA - FINAL

Thursday, April 11, 2024

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](mailto:info@cmap.illinois.gov) until Wednesday, April 10, 2024 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/82972190419?pwd=97tLbpn45qpJAU1zpqfzLr4hTwbZtd.1>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto: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](mailto: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 - November 2, 2023**[24-167](#)

ACTION REQUESTED: Approval

**Attachments:** [STP PSC Draft Minutes 11022023](#)

**4.0 Active Program Management Reports****4.1 Shared Fund Status Updates**[24-168](#)

PURPOSE & ACTION: Staff will review highlights of the attached active and contingency program status reports.

ACTION REQUESTED: Information

**Attachments:** [FFY24-28 STP-SF Status Report April 2024 Active](#)  
[FFY24-28 STP-SF Status Report April 2024 Contingency](#)

**4.2 Regional Accounting Update**[24-169](#)

PURPOSE & ACTION: Staff will review highlights of the attached report summarizing the status of available, programmed, and obligated STP funds for the region, through April 3, 2024. Staff will also provide an update on efforts to utilize redistribution funding.

ACTION REQUESTED: Information

**Attachments:** [STP Regional Accounting - April 2024](#)

**5.0 FFY 2026 - 2030 Program Development: Methodology Discussion**[24-170](#)

PURPOSE & ACTION: Staff will review the attached memo that presents recommendations for discussions to be had over the next several months regarding changes to the shared fund methodology for the FFY 2026 - 2030 program development cycle.

ACTION REQUESTED: Discussion

**Attachments:** [STPPSC MethodologyMemo CriteriaDiscussionProposal April2024](#)

**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 May 16, 2024.

## 9.0 Adjournment

**STP PROJECT SELECTION COMMITTEE****MEETING MINUTES - DRAFT**

Thursday, November 2, 2023

9:30 AM

**1.0 Call To Order**

*The meeting was called to order by Chair Kama Dobbs at 9:35am.*

**Present:** Kama Dobbs, Dan Burke, Leon Rockingham, Heather Mullins, and Grant Davis

**Absent:** Jeffery Schielke, John Donovan, and Tony Greep

**Non-Voting:** Jeffrey Sriver, Jennifer (Sis) Killen, and Chad Riddle

Jennifer "Sis" Killen, Chad Riddle, and Jeffrey Sriver joined remotely as non-voting members.

**Staff Present:** Bill Barnes, Michael Brown, Teri Dixon, Phoebe Downey, Doug Ferguson, Jon Haadsma, Aimee Lee, Russell Pietrowiak, Sarah Stolpe, Blanca Vela-Schneider, Isaura Velez

**Others Present:** Dustin Clark, Eric Czarnota, Dawn Dina, Drew Duffin, Jackie Forbes, Scott Hennings, Mark Kane, Angela King-Ramsey, Mike Klemens, Brian Larson, Heidi Lichtenberger, Tara Orbon, Matt Pasquini, Leslie Rauer, Chad Riddle, Joe Surdam, Megan Swanson

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Approval of Minutes - August 31, 2023**[23-465](#)

**Attachments:** [STP PSC Draft Minutes 08312023](#)

*A motion was made by Leon Rockingham, seconded by Heather Mullins, to approve the minutes from August 31, 2023 as presented. The motion passed by a voice vote.*

**4.0 Active Program Management Reports****4.1 Shared Fund Status Update**[23-463](#)

**Attachments:** [STP-SF Active Program Status - November 2023](#)

Kama Dobbs provided the current status of Shared Fund Active projects, including the new projects added with the approval of the FFY 2024 - 2028 program.

Cost increases were awarded for two projects in FFY 2024 despite already being fully programmed in FFY 2024. To do this, CMAP staff plan to use a portion of the unobligated funds from both the shared fund and local programs that have been redistributed for regional use per the Active Program Management policies. A new section on the status report designates the projects that are targeting obligations later in the year as the ones that are planning to use the redistribution. Ms. Dobbs noted that staff also received a request from McHenry County to reprogram their Randall Rd project from Contingency to Active. The project has so far met the necessary milestones for that letting, therefore per the active program management policies, staff approved the request and has submitted the TIP change to reflect this action.

With the approval of the FFY 2024 - 2028 program, a new contingency program was created. Staff is still in the process of contacting project sponsors to confirm their desire to remain on that list, therefore a status report is not yet available.

## 4.2 Regional Accounting Update

[23-464](#)

**Attachments:** [STP Regional Accounting - October 2023](#)

Kama Dobbs presented the current regional accounting update, which includes data through October 11, 2023. In federal fiscal year (FFY) 2023, \$174.8M was obligated across the region: \$20M from the shared fund and the rest from the local programs. This is well short of the regional mark of \$332M, so staff is working with councils and CDOT to be more aggressive with cost increases and moving projects forward from contingency.

Dobbs also shared details for the current year of the program. So far in FFY 2024, sponsors are planning to use \$58.5M of redistribution for shared fund projects, and about \$22M for local projects, which is less than half of the available balance, but definitely a good start.

## 5.0 Lessons Learned and FFY 2026 - 2030 Program Development Schedule

[23-466](#)

Chair Dobbs provided a debrief of the prior cycle and areas where improvements to the methodology may be considered for the next cycle.

## 6.0 Other Business

Chair Dobbs shared the tentative meeting dates for 2024, highlighting that these dates related to the CMAP Transportation Committee schedule. The schedule will need to be first finalized by the Transportation Committee. There was no other business before the committee.

## 7.0 Public Comment

There was no public comment.

## 8.0 Next Meeting

The meeting on November 30, 2023 will be cancelled. The next meeting is scheduled for February 15, 2024 at 9:30 a.m.

## 9.0 Adjournment

The meeting was adjourned at 9:53am.

*A motion was made by Leon Rockingham, seconded by Heather Mullins, to adjourn the meeting. The motion pass by voice vote.*

Minutes prepared and respectfully submitted by Sarah Stolpe.

# FFY 2024 - 2028 STP - Shared Fund Active Program Status Report: April 2024

## FFY 2024

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increases Limited To	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
11-18-0005	Randall Rd from Ackman Road to Polaris Dr/Acorn Ln	McHenry Co DOT	McHenry Council	\$20,000,000	Local, Community Project Funding, STP-L, STP-C, TAP-S	\$39,178,840	\$59,178,840	34%	\$74,628,840	100%	9/30/2024	CON	Auth (AC)	\$20,000,000		Reduced STP Shared participation is expected when project converts from AC to ACC due to additional Community Project Funding award in HB 4366 signed into law 3/9/24. Pending AC as of 3/13/2024.	3/18/2024	Added to Active program from Contingency program 10/19/2023. Final plans and ROW certification anticipated 1/2024 for a 3/2024 letting.	12/19/2023
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	\$27,868,115	Private, Local, State. STP-L	\$14,960,814	\$72,896,606	80%	\$103,609,046	100%	3/31/2024	CON/CE	6/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024	Final plans submittal targeting 1/2024 and ROW certification targeting 1/2024 for a 6/2024 target letting.	12/20/2023
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	\$2,876,382	Local/ICC	\$38,086,504	\$40,962,886	80%	\$46,086,286	100%	9/30/2024	CON/CE	8/2024	\$0		Final plans submitted 8/8/2022. ROW certification anticipated 6/2024 pending ComEd negotiations, RR agreements and ICC hearing, for an 8/2024 target letting.	3/8/2024	Final plans submitted 8/8/2022. ROW certification anticipated 1/2024 pending ComEd negotiations, RR agreements and ICC hearing, for a 3/2024 target letting.	12/4/2023
09-14-0019	East New York Street	Aurora	Kane/Kendall Council	\$1,221,385	Local, STP-L, TAP-L	\$305,346	\$1,526,731	80%	\$11,173,133	n/a	3/31/2024	CON	Supp	\$0		Project under construction. Final invoice anticipated 12/2024.	3/29/2024	Project under construction. Final invoice anticipated 12/2023.	9/30/2023
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	Northwest Council	\$29,520	State	\$7,380	\$136,799	80%	\$4,887,000	n/a	3/31/2024	ENG2	Supp	\$0		Project under construction; 94% complete as of 10/13/23; ENG2 99% expended as of 2/10/2022	3/23/2024	Project under construction; final invoice anticipated 2/2024	12/18/2023
<b>Planned use of redistribution</b>																			
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	\$28,043,676	Private, Local, State. STP-L	\$7,010,919	\$72,896,606	80%	\$103,609,046	100%	9/30/2024	CON/CE	6/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024	Final plans submittal targeting 1/2024 and ROW certification targeting 1/2024 for a 6/2024 target letting.	12/20/2023
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	6/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024	Final plans submittal targeting 1/2024 and ROW certification targeting 1/2024 for a 6/2024 target letting.	12/20/2023
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	\$17,257,959	Local/ICC	\$23,704,927	\$40,962,886	80%	\$46,086,286	100%	9/30/2024	CON/CE	8/2024	\$0		Final plans submitted 8/8/2022. ROW certification anticipated 6/2024 pending ComEd negotiations, RR agreements and ICC hearing, for an 8/2024 target letting.	3/8/2024	Final plans submitted 8/8/2022. ROW certification anticipated 1/2024 pending ComEd negotiations, RR agreements and ICC hearing, for a 3/2024 target letting.	12/4/2023
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$39,200,000	SOCC	\$9,800,000	\$49,000,000	80%	\$52,000,000	n/a	9/30/2024	CON/CE	9/2024	\$0		Final plans anticipated 6/2024 for a 9/2024 target letting.	3/21/2024	Final plans anticipated 3/2024 for a 7/2024 target letting.	12/20/2023
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	10/2024	\$0		QBS closed 5/2023 and consultant selection anticipated 4/2024. Using Section 1440.	3/15/2024	QBS closed 5/2023 and consultant selection anticipated 3/2024. Due to revised timeline for obligation of funds, moved to planned use of redistribution.	12/15/2023
08-20-0022	Bicycle and Pedestrian Overpass over IL 83	Elmhurst	DuPage Council	\$63,414	Local, ITEP	\$235,854	\$299,268	21%	\$3,371,700	n/a	9/30/2024	ENG2	10/2024	\$0		Staff approved shifting \$63,414 from CE (FFY 25) to ENG2 (FFY 24) to keep this project moving forward. Design approval anticipated 2/2024; Pre-finals anticipated 3/2025 for a 9/2025 letting.	3/31/2024	Design approval anticipated 2/2024; Pre-finals anticipated 4/2025 for a 9/2025 letting.	12/31/2023

<b>Requests for cost increases</b>																			
TIP ID	Project	Sponsor	Programmer	Additional STP-SF Requested	Match Source(s)	Additional Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Date of Request	Phase	Target Let / Auth.	Prior Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Reason for Request	
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	\$1,025,191	Local	\$439,368	\$4,382,628	70%	\$4,862,239	n/a	1/17/2024	CON	Supp	\$1,527,050	\$0	Request conditionally approved, to be processed when 75% of already obligated funds are expended. Construction is underway.	3/27/2024	Project was re-let after initial bids were rejected. Request is for STP-SF participation at 70/30% of the actual bid amount.	
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Streamwood	Northwest Council	\$3,297,750	Local, TAP-L, ITEP	\$824,438	\$10,785,770	80%	\$11,988,352	n/a	1/25/2024	CON	Supp	\$482,855	\$0	Request conditionally approved, to be processed when 75% of already obligated funds are expended. Prior AC obligation included \$456,000 for CE. No additional CE funding is requested.	3/18/2024	Project was re-let after initial bids were rejected. Request is for federal participation (STP-SF and TAP-L) at 80% of actual bid.	

## FFY 2025

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
09-20-0082	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	11/2024	\$0		No change; Pre-final plans submittal anticipated 5/2024 for 11/2024 target letting. Candidate for use of FFY 2024 redistribution if remains on 11/2024 letting.	3/29/2024	Pre-final plans submittal anticipated 5/2024 for 11/2024 target letting. Candidate for use of FFY 2024 redistribution if remains on 11/2024 letting.	45287
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	11/2024	\$0		Phase 1 QBS anticipated to begin 6/2024.	3/22/2024	Phase 1 QBS anticipated to begin 2/2024.	12/6/2023
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	3/2025	\$0		QBS expected 5/2024; Agreement approvals expected 3/2025 for 4/2025 project kick-off.	3/22/2024	QBS expected 1/2024; Agreement approvals expected 3/2025 for 4/2025 project kick-off.	12/1/2023
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	3/2025	\$0		Phase 2 kick-off held 2/2024; Pre-final plans targeting 6/2024 for a 3/2025 letting.	4/1/2024	Phase 2 kick-off anticipated 2/2024; Pre-final plans targeting 6/2024 for a 3/2025 letting.	12/31/2023
01-98-0068	Grand Avenue from Fullerton to Des Plaines (Ogden to Jefferson Road Reconstruction stage)	CDOT	CDOT	\$9,896,891	Local	\$3,303,109	\$13,200,000	80%	\$60,487,635	n/a	9/30/2025	CON	6/2025	\$0		No change; Pre-final plans anticipated 10/2024 for a 3/2025 target letting.	3/22/2024	Pre-final plans anticipated 10/2024 for a 6/2025 target letting.	12/20/2023
07-94-0027	Joe Orr Rd Extension	Cook DOTH	South Council	\$2,500,000	Local	\$10,879,808	\$13,379,808	20%	\$13,379,808	n/a	3/17/2023	CON	7/2025	\$0		No change; Pre-final plans submittal targeting 6/2024 and ROW certification targeting 12/2024 for a 7/2025 target letting.	3/28/2024	Pre-final plans submittal targeting 6/2024 and ROW certification targeting 12/2024 for a 7/2025 target letting.	12/11/2023
08-20-0022	Bicycle and Pedestrian Overpass over IL 83	Elmhurst	DuPage Council	\$214,986	Local	\$133,014	\$348,000	62%	\$3,371,700	n/a	9/30/2025	CE	9/2025 (Auth 8/2025)	\$0		Staff approved shifting \$63,414 from CE (FFY 25) to ENG2 (FFY 24) to keep this project moving forward. Design approval anticipated 2/2024; Pre-finals anticipated 3/2025 for a 9/2025 letting.	3/31/2024	Design approval anticipated 2/2024; Pre-finals anticipated 4/2025 for a 9/2025 letting.	12/31/2023
01-98-0072	Milwaukee Avenue from Gale St to Jefferson St (Logan to Armitage stage)	CDOT	CDOT	\$9,440,000	Local	\$3,110,000	\$12,550,000	75%	\$77,853,727	n/a	9/30/2025	CON	9/2025	\$0		No change; Pre-final plans anticipated 4/2025 for a 9/2025 target letting.	3/21/2024	Pre-final plans anticipated 4/2025 for a 9/2025 target letting.	12/20/2023
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	11/2025	\$0		QBS expected to begin 4/2024, with consultant selected 12/2024.	3/25/2024	QBS expected to begin 4/2024, with consultant selected 12/2024.	1/5/2024

# FFY 2024 - 2028 STP - Shared Fund Active Program Status Report: April 2024

## 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
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	1/2025	\$0		No changes; Pre-final plans anticipated 6/2024 for a 1/2025 target letting.	3/21/2024	Pre-final plans anticipated 6/2024 for a 1/2025 target letting.	12/20/2023
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	1/2026	\$0		Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024	Initial phase 2 kick-off held 6/12/13, re-start of project will begin in FFY 2026.	1/10/2024
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	11/2025	\$0		Phase 2 kick-off anticipated 9/2024; Pre-final plans anticipated 5/2025 for a 11/2025 target letting.	3/29/2024	Phase 2 kick-off anticipated 5/2024; Pre-final plans anticipated 8/2024 for a 1/2025 target letting.	12/27/2023
03-23-0036	Melas-Meadows Pedestrian Bridge	Mount Prospect	Northwest Council	\$2,033,824	Local, ITEP	\$3,140,176	\$5,174,000	39%	\$6,436,173	100%	9/30/2026	CON	11/2025	\$0		Phase 2 kick-off anticipated 4/2024; Pre-final plans anticipated 4/2025 for an 11/2025 target letting.	3/26/2024	Phase 2 kick-off anticipated 3/2024; Pre-final plans anticipated 4/2025 for an 11/2025 target letting.	12/22/2023
07-21-0007	Ashland Ave Comple 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	11/2025	\$0		No change; Phase 1 consultant selection anticipated 12/2024.	3/15/2024	Phase 1 consultant selection anticipated 12/2024.	12/18/2023
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	2/2025	\$0		QBS anticipated 4/2024 - 5/2024 with agreement approval anticipated 2/2025.	3/31/2024	No response to award letter email request for quarterly status update and project manager designation form.	None
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	\$3,280,570	Local, STP-L, Econ Dev	\$5,819,430	\$9,100,000	36%	\$11,815,000	n/a	9/30/2026	CON	11/2025	\$0		Phase 2 kick-off anticipated 5/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	3/15/2024	Phase 2 kick-off anticipated 2/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	12/18/2023
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	11/2025	\$0		Phase 2 kick-off anticipated 5/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	3/15/2024	Phase 2 kick-off anticipated 2/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	12/18/2023
10-23-0010	Village of Lake Bluff- Green Bay Road Reconstruction	Lake Bluff	Lake Council	\$3,909,760	Local	\$977,440	\$4,887,200	80%	\$5,189,400	100%	9/30/2026	C/CE	11/2025	\$0		No change; Pre-final plans anticipated 5/2025 for an 11/2025 target letting.	3/24/2024	Phase 2 kick-off held 3/2023; Pre-final plans anticipated 5/2025 for an 11/2025 target letting.	12/1/2023
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	2/2026	\$0		Final PS&E anticipated 10/2027; ROW funding agreement anticipated 2/2026.	3/27/2024	Final PS&E anticipated 10/2027; Funding agreement anticipated 10/2025.	12/28/2023

## 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
09-21-0019	Randall Rd @ IL 72	Kane DOT	Kane/Kendall Council	\$2,726,100	STP-L, Local	\$2,673,900	\$5,400,000	50%	\$7,484,756	100%	9/30/2027	CON	3/2025	\$0		Pre-final plans anticipated 8/2024 and ROW certification anticipated 1/2025 for 3/2025 target letting.	3/20/2024	Pre-final plans anticipated 8/2024 and ROW certification anticipated 11/2025 for 3/2025 target letting.	12/22/2023
03-23-0017	Wheeling Road from IL 68 (Dundee Rd) to Palatine Rd	Wheeling	Northwest Council	\$1,015,248	Local	\$507,977	\$1,523,225	67%	\$22,217,789	100%	9/30/2027	CON	1/2026	\$0		Design approval received 1/2023; pre-final plans targeting 8/2025; ROW initiation expected 6/2024 for 11/2025 certification and 1/2026 letting.	3/22/2024	Pre-final plans submittal anticipated 9/2024 for a 1/2026 target letting	12/4/2023
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	1/2026	\$0		Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024	New FFY 2024-2028 Program	10/11/2023
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		PDR submitted 8/2023; Pre-final plans anticipated 9/2024 for a Q4 2026 target letting.	3/22/2024	PDR submitted 8/2023; Pre-final plans anticipated 6/2024 for a Q4 2026 target letting.	12/21/2023
09-21-0005	Randall Rd @ Big Timber Rd	Kane DOT	Kane/Kendall Council	\$3,353,670	STP-L, Local	\$4,311,183	\$7,664,853	44%	\$9,373,312	100%	9/30/2027	CON	1/2027	\$0		No change; Pre-final plans anticipated 8/2026 and ROW certification anticipated 11/2026 for 1/2027 target letting.	3/20/2024	Pre-final plans anticipated 8/2026 and ROW certification anticipated 11/2026 for 1/2027 target letting.	12/21/2023
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	11/2025	\$0		Final plans (by IDOT) targeting 11/2024 for an 11/2025 target letting.	4/3/2024	Only response to award letter email request for quarterly status update and project manager designation form, was a PM form. No status update provided.	None

## 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
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%	\$19,559,766	50%	9/30/2028	CON	11/2026	\$0		Design Approval anticipated 6/2024; Pre-final plans anticipated 5/2026 for an 11/2026 target letting.	3/31/2024	No response to award letter email request for quarterly status update and project manager designation form.	None
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 change; PDR anticipated 1/2025; Final plans anticipated 12/2027 for a 5/2028 target letting.	3/26/2024	PDR anticipated 1/2025; Final plans anticipated 12/2027 for a 5/2028 target letting.	12/21/2023



# FFY 2024 - 2025 STP - Shared Fund Contingency Program Status Report: April 2024

PROJECT INFORMATION							REQUESTED FUNDING						TARGET AUTH	CURRENT STATUS		PRIOR STATUS			
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2024	2025	2026	2027	2028	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
18	01-23-0008	01-12-0014	Van Buren Street Bridge over the South Branch of the Chicago River	CDOT	CDOT	CON			\$15,979,200			\$7,989,600	\$15,979,200	\$23,899,000	2/2025	No change; Pre-final plans targeting 9/2024 for a 2/2025 target letting.	3/26/2024	Pre-final plans targeting 9/2024 for a 2/2025 target letting.	45282
19	08-23-0007	6-0024; 08-00	Illinois Route 53 from South of Illinois Route 56 (Butterfield Road) to Park Boulevard	DuPage	DuPage County	C/CE			\$16,284,000			\$14,248,500	\$16,284,000	\$28,120,626	1/2026	Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024	Initial phase 2 kick-off held 6/12/13, re-start of project will begin in FFY 2026.	45301
25	03-23-0026	03-09-0073	IL 19 (Irving Park Road) from Schaumburg Road to Bartlett Road (Entire Project)	Northwest	Streamwood	C/CE	\$2,248,048					\$2,123,527	\$2,248,048	\$17,897,029	1/2024	Let in January 2024; Bids were rejected.	3/23/2024	Let in January; Bids were rejected.	2/5/2023
27	03-23-0027	03-20-0049	Bernard Drive Reconstruction from Arlington Heights Road to Lincoln Terrace	Northwest	Buffalo Grove	C/CE			\$3,946,188			\$2,000,000	\$3,946,188	\$8,361,125	11/2024	Pre-final plans submittal anticipated 4/2024 for an 11/2024 target letting.	3/7/2024	Pre-final plans submittal anticipated 2/2024 for an 11/2024 target letting.	12/8/2023
28	06-23-0006	06-03-0005	143rd Street from Will-Cook Road to Wolf Road	Southwest	Orland Park	C/CE		\$10,282,688				\$10,282,688	\$10,282,688	\$15,426,864	4/2025	No changes; Prefinal plans anticipated 8/2024 for a 4/2025 letting	3/31/2024	Prefinal plans anticipated 8/2024 for a 4/2025 letting	12/31/2023
29	03-23-0017		Wheeling Road from IL 68 (Dundee Rd) to Palatine Rd	Northwest	Wheeling	ROW		\$509,000				\$509,000	\$509,000	\$22,217,789	3/2024	Design approval received 1/2023; pre-final plans targeting 8/2025; ROW initiation expected 6/2024 for 11/2025 certification and 1/2026 letting.	3/22/2024	Design approval received 1/2023; pre-final plans targeting 9/2024; ROW initiation expected 3/2024 for 11/2025 certification and 1/2026 letting.	45264
29	03-23-0017		Wheeling Road from IL 68 (Dundee Rd) to Palatine Rd	Northwest	Wheeling	C/CE			\$14,692,752			\$15,708,000	\$14,692,752	\$22,217,789	1/2026	Design approval received 1/2023; pre-final plans targeting 8/2025; ROW initiation expected 6/2024 for 11/2025 certification and 1/2026 letting.	3/22/2024	Design approval received 1/2023; pre-final plans targeting 9/2024; ROW initiation expected 3/2024 for 11/2025 certification and 1/2026 letting.	45264
30	07-23-0020		Steger Road Improvement Project: Central Ave to Governors Hwy	South	University Park	ENG1		\$817,957				\$817,957	\$817,957	\$22,248,442	3/2025	QBS anticipated to begin 7/2024	3/22/2024	QBS anticipated to begin 1/2024	45265
32	09-23-0010	09-20-0089	Dundee Avenue Reconstruction from Page Avenue to Enterprise Street	Kane/Kendall	Elgin	CON	\$1,500,000					\$500,000	\$1,500,000	\$10,741,158	8/2024	No change; Pre-final plans anticipated 4/2024 and ROW certification anticipated 6/2024 for an 8/2024 letting.	3/8/2024	Pre-final plans anticipated 4/2024 and ROW certification anticipated 6/2024 for an 8/2024 letting.	12/12/2023
33	09-23-0020	09-02-0007	Randall Rd at Hopps Rd	Kane/Kendall	Kane County	CON			\$22,241,400			\$6,485,760	\$22,241,400	\$58,121,230	11/2026	Pre-final plans anticipated 5/2026 for an 11/2026 letting.	3/26/2024	Pre-final plans anticipated 8/2024 for a 1/2025 letting.	12/22/2023
34	09-23-0004	09-16-0013	Wolfs Crossing Road and Douglas Road Intersection Improvements	Kane/Kendall	Oswego	C/CE		\$4,584,000				\$3,660,000	\$4,584,000	\$11,392,613	11/2024	DA received 6/2020; Pre-final plans submittal and ROW certification planned 6/2024 for an 11/2024 target letting.	3/1/2024	New contingency project.	Application
38	11-23-0007		UP-NW Woodstock Rail Yard	McHenry Co DOT	McHenry County	CON				\$22,000,000	\$22,000,000	\$1	\$44,000,000	\$107,800,000	10/2027	NEPA initiated 12/2023. Target 10/2027 construction. Public meeting held 3/21/2024. FTA processing anticipated.	3/29/2024	NEPA initiated 12/2023. Target 10/2027 construction. FTA processing anticipated.	45289
41	09-23-0014	09-22-0008	Ridge Road Reconstruction	Kane/Kendall	Kendall County	CON			\$10,000,000				\$10,000,000	\$27,000,000	3/2026	PDR submitted 2/13/24, DA expected 4/2024, pre-final plans expected 10/2025, and ROW clearance expected 3/2026.	3/1/2024	Environmental clearances pending, DA expected 4/2024, pre-final plans expected 10/2025, and ROW clearance expected 3/2026.	45264
43	06-23-0007	06-00-0042	143rd Street from Wolf Road to Southwest Highway	Southwest	Orland Park	C/CE				\$34,600,593		\$25,000,000	\$34,600,593	\$65,842,148	3/2027	Phase 2 kick-off held 3/8/2024; Pre-final plans anticipated 5/2025 for a 3/2027 letting.	3/29/2024	Phase 2 kick-off anticipated 1/2024; Pre-final plans anticipated 11/2026 for a 3/2027 letting.	12/31/2023
44	10-23-0013		Hazel Avenue Improvements	Lake	Deerfield	C/CE	\$5,559,643					\$5,617,392	\$5,559,643	\$10,676,712	11/2025	Pre-final plans submittal expected 5/2024 for an 11/2025 target letting.	3/26/2024	Pre-final plans submittal expected 2/2024 for an 11/7/25 target letting.	45271

Phases: E - Engineering ENG1 - Phase 1 Engineering ENG2 - Phase 2 Engineering ROW - Right of Way CON - Construction CE - Construction Engineering IMP - Implementation





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 2024**

	STP-SF	All Councils	Redistribution
<b>Start of FFY24</b>			
FFY24 Allotment	\$31,995,402	\$181,577,278	n/a
Carryover from FFY23 (expires 3/31/24)	\$39,947,672	\$60,215,081	n/a
Carryover from FFY23 (no expiration)	\$0	\$297,294	\$182,012,106
<b>FFY24 Mark</b>	<b>\$71,943,074</b>	<b>\$242,089,653</b>	<b>\$182,012,106</b>
<b>Programmed (current year + extended)</b>	<b>\$71,943,074</b>	<b>\$232,502,960</b>	<b>n/a</b>
Programmed	\$31,995,402	\$178,290,871	n/a
Extended from FFY23	\$39,947,672	\$54,212,089	n/a
Unprogrammed (available for active reprog.)	\$0	\$9,586,693	n/a
<b>Program adjustments throughout FFY24</b>			
<b>Planned use of redistribution</b>	<b>\$88,405,194</b>	<b>\$46,309,907</b>	<b>-\$134,715,101</b>
<b>Cost changes</b>	<b>\$0</b>	<b>\$4,684,221</b>	<b>n/a</b>
<b>Active Reprogramming</b>	<b>-\$19,947,672</b>	<b>-\$9,682,934</b>	<b>n/a</b>
Moved out of FFY24 (including expired extensions)	-\$21,947,672	-\$52,867,521	n/a
Moved into FFY24	\$2,000,000	\$43,184,587	n/a
<b>Revised program</b>	<b>\$51,995,402</b>	<b>\$227,504,247</b>	<b>n/a</b>
<b>Mark adjustments throughout FFY24</b>			
Funds from redistribution	\$0	\$0	\$0
Funds from obligation remainders	\$0	\$46	n/a
Extended funds that expired	-\$19,947,672	-\$13,091,817	\$33,039,489
<b>Revised FFY24 mark</b>	<b>\$51,995,402</b>	<b>\$228,997,882</b>	<b>\$47,297,005</b>
<b>Revised unprogrammed</b>	<b>\$0</b>	<b>\$1,493,635</b>	<b>n/a</b>
<b>Transfers, Obligations &amp; Extensions</b>			
<b>Obligated</b>	<b>\$20,000,000</b>	<b>\$63,987,903</b>	<b>n/a</b>
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$457,317	n/a
<b>Unobligated</b>	<b>\$31,995,402</b>	<b>\$163,516,344</b>	<b>n/a</b>
Extended ( funds eligible to carryover)	\$0	\$0	n/a
Ineligible for extension (funds ineligible to carryover)	\$0	\$0	n/a
<b>Unprogrammed (ineligible to carryover)</b>	<b>\$0</b>	<b>\$1,493,635</b>	<b>n/a</b>
<b>End of FFY24</b>			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$457,317	\$47,297,005
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$1,493,635	\$1,493,635

**Projected: FFY 2025 - 2028**

	STP-SF	All Councils	Redistribution
<b>Start of FFY25</b>			
FFY25 Allotment	\$31,154,228	\$178,124,401	n/a
Carryover from FFY24 (expires 3/31/25)	\$0	\$0	n/a
Carryover from FFY24 (no expiration)	\$0	\$457,317	\$48,790,640
<b>FFY25 Mark</b>	<b>\$31,154,228</b>	<b>\$178,581,718</b>	<b>\$48,790,640</b>
<b>Programmed (current year + extended)</b>	<b>\$30,124,448</b>	<b>\$169,614,329</b>	<b>n/a</b>
<b>Unprogrammed (available for active reprog.)</b>	<b>\$1,029,780</b>	<b>\$8,967,389</b>	<b>n/a</b>
<b>End of FFY25</b>			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	\$48,790,640
Transfer to Redist (unprogrammed or ob remainders > cap)	\$1,093,194	\$6,069,367	n/a



	STP-SF	All Councils	Redistribution
<b>Start of FFY26</b>			
FFY26 Allotment	\$31,685,708	\$179,552,379	n/a
Carryover from FFY25 (expires 3/31/26)	\$0	\$0	n/a
Carryover from FFY25 (no expiration)	\$0	\$0	\$55,953,201
<b>FFY26 Mark</b>	<b>\$31,685,708</b>	<b>\$179,552,379</b>	<b>\$55,953,201</b>
<b>Programmed (current year + extended)</b>	<b>\$31,685,708</b>	<b>\$170,023,266</b>	n/a
<b>Unprogrammed (available for active reprog.)</b>	<b>\$0</b>	<b>\$9,529,113</b>	n/a
<b>End of FFY26</b>			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	\$55,953,201
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$2,816,089	n/a

	STP-SF	All Councils	Redistribution
<b>Start of FFY27</b>			
FFY27 Allotment	\$32,227,818	\$182,624,301	n/a
Carryover from FFY26 (expires 3/31/27)	\$0	\$0	n/a
Carryover from FFY26 (no expiration)	\$0	\$0	\$58,769,290
<b>FFY27 Mark</b>	<b>\$32,227,818</b>	<b>\$182,624,301</b>	<b>\$58,769,290</b>
<b>Programmed (current year + extended)</b>	<b>\$32,227,818</b>	<b>\$168,531,564</b>	n/a
<b>Unprogrammed (available for active reprog.)</b>	<b>\$0</b>	<b>\$14,092,737</b>	n/a
<b>End of FFY27</b>			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	\$58,769,290
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$8,473,954	n/a

	STP-SF	All Councils	Redistribution
<b>Start of FFY28</b>			
FFY28 Allotment	\$32,780,770	\$185,757,698	n/a
Carryover from FFY27 (expires 3/31/28)	\$0	\$0	n/a
Carryover from FFY27 (no expiration)	\$0	\$0	\$67,243,244
<b>FFY28 Mark</b>	<b>\$32,780,770</b>	<b>\$185,757,698</b>	<b>\$67,243,244</b>
<b>Programmed (current year + extended)</b>	<b>\$32,780,770</b>	<b>\$25,467,862</b>	n/a
<b>Unprogrammed (available for active reprog.)</b>	<b>\$0</b>	<b>\$160,289,836</b>	n/a
<b>End of FFY28</b>			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	\$67,243,244
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$153,817,043	n/a

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:** April 4, 2024

**Subject:** FFY 2026 - 2030 Program Development: Methodology Discussion

**Action Requested:** Discussion

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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 several months for each scoring criteria within the methodology. Staff is seeking confirmation from the committee for proceeding with the recommended level of discussion for each of the criteria and suggestions for any new criteria to discuss over the coming months.

The 2026 – 2030 program development cycle, which will begin in October 2024, will be the fourth cycle for the STP Shared Fund. Staff examined the application and funding history over the first three programming cycles to determine if any adjustments to the eligible project types may be warranted. As shown in the table below, the road expansion and road reconstruction project types receive the most interest from applicants and the bus speed improvement, bridge, and transit station projects receive the least interest. Although bridge and grade separation projects have had the highest success rates, with more than half of applications in each of these categories being funded, the most funded project types have been road reconstructions, and least funded have been bus speed improvements. Although no bus speed improvement projects have been funded with the Shared Fund, all five projects that have applied have actually been funded using CMAQ instead. Likewise, a fair number of bike/ped and transit station projects that were not selected for the Shared Fund have been funded through the CMAQ and/or TAP-L programs over the three cycles. With this information, staff has concluded that consideration of eliminating the bus speed improvement project type or modifying the category to make it more attractive to applicants, may be warranted.

		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%
All	All apps	30	14	9	45	20	65	85	19	24	311
	Unique*	8	7	8	23	12	46	39	15	8	166
	Funded	3	4	0	6	6	7	14	3	2	45
	% Funded	38%	57%	0%	26%	50%	15%	36%	20%	25%	27%

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

Through the first three cycles, the application of the scoring criteria has generally resulted in an overall program that is a mix of the best projects from each category. However, there is always room for improvement through refinement of the criteria. 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 does 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 or application needed.	✓		
Project Types and Phases	In the last cycle, the scope of the Transit Station project type was expanded to include improvements to or addition of new transit yards and terminals. Staff recommends retaining these project types. Discussion of the scoring criteria for these projects is included below.	✓		
Project Cost and Match Requirements	No changes to methodology or application needed.	✓		
Inclusion in plans	Staff suggests adding “Safety Action Plans” to the list of acceptable plans.	✓		
Completion of preliminary engineering	This criterion has evolved each cycle since the Shared Fund program began. In 2022, the concept of the “degree of completion” of preliminary engineering was added, reducing the requirement to have engineering substantially complete, but limiting the eligible phases of work and eligibility for future cost increases based on the degree of completion. While it is too soon to know if these limits have had an impact on the timeliness of implementation and the accuracy of cost estimates, staff generally feels that the shift in policy added clarity to the requirements and made the Shared Fund more accessible to sponsors whose projects were not as far along in the engineering process. Therefore, staff suggests continuing with the current language for the upcoming programming cycle.	✓		
Minimum “need” scores	In the previous cycle, minimums were established for the “need” criteria for all project types. Projects that did not exceed the minimums were deemed ineligible for funding. Staff believes that these requirements made sense and when applied to the applications received, eliminated projects that were inappropriate for funding consideration. Therefore, staff suggests continuing this practice in the current cycle with no changes.	✓		

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Project Readiness				
Engineering and Land Acquisition	Criterion is straightforward, easy to understand and score.	✓		
Financial Commitment	Some applicants continue to have trouble understanding this scoring. Staff will continue to refine the descriptive text in the application booklet to add clarity but recommends no changes to the criterion.	✓		
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 or application needed.	✓		
Bus Speed Improvements	As noted earlier, staff would like to explore either eliminating this category from the shared fund or modifying the category to make it more attractive to applicants.			✓
Corridor/small area safety improvements	<p>Changes were made to scoring in this category during the last cycle to add consideration of high-risk crash types (those that are speed-related and those involving vulnerable road users). These changes were successful in increasing gradation of need scores and elevating projects where high-risk crash types occur. Therefore, staff is not recommending consideration of additional changes this cycle.</p> <p>With safety action plans currently underway throughout the region, some data sets may be available prior to the next cycle and staff may propose methods for incorporating this data into the methodology.</p>		✓	
Rail-Highway grade crossing improvements	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		
Road Expansion	No changes to methodology or application needed. Updates to underlying data used in the scoring may be made by staff.	✓		

Scoring and Eligibility Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Road Reconstruction	No changes to methodology or application needed. Updates to underlying data used in the scoring may be made by staff.	✓		
Transit Station, Yard, and Terminal Improvements	<p>No significant changes were made to station scoring, including bicycle and pedestrian access components, in the last cycle, however eligibility was extended to transit yard or terminal projects.</p> <p>Staff did observe that the “efficiency” improvement for yard or terminal projects that included a criterion for reduction in non-revenue trips did not capture reductions in the way that was intended because of the use of “trips” and would like to research other options, such as distance or time reductions, for committee discussion and consideration.</p>		✓	
Truck Route Improvements	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		
<b>Transportation Impact</b>				
Jobs + Households (all project types)	The intent of this criterion is to rank projects by their "reach", rewarding those projects that are serving a larger population or providing access to more jobs, as well as projects that have a wider reach (larger travel sheds). While the scoring is straightforward and provides significant gradation between projects, staff has continued to receive feedback from the collar counties 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 collar counties. In 2022, staff presented a <a href="#">proposal</a> and <a href="#">analysis</a> for splitting this category into a “jobs” component and a “households” component. The committee ultimately decided not to make changes to this scoring criterion.		✓	



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, opportunities to refine this scoring may be discussed.		✓	
Complete Streets	<p>Changes to the methodology that focused more on project scope, and less on policy, during the last two cycles resulted in the elevation of more complete projects in the overall ranking.</p> <p>Over the course of the Shared Fund program, as well as the STP-Local programs, it has been observed that having points available to sponsors that have adopted policies has led to an increase in adoption of these policies in the region. With this in mind, and with the significant level of effort that is ongoing in the region to address ADA transition planning, staff would like to prepare options for committee discussion for incorporating ADA planning into this planning factor or elsewhere in the methodology.</p>		✓	
Resilience	<p>During the last cycle, the focus of this planning factor shifted from “green infrastructure” to “resilience”. For the most part, the scoring methodology for this updated criterion was successful in elevating projects that improve the region’s resilience. However minor changes to application workbook questions may be needed to provide staff with additional information about project scope to improve the relative scoring.</p> <p>In addition, data created for the Transportation Resilience Improvement Plan (TRIP) is expected to be available prior to the next cycle and staff will propose methods for incorporating this data into the methodology.</p>		✓	
Freight	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
Transit Supportive Density	Criterion is straightforward, easy to understand and score. No changes to methodology or application needed.	✓		
<b>Subregional Priority</b>				
Subregional Priority	With adjustments made to this criterion in the last cycle to add requirements for justifying support of projects outside the geographic boundaries of a council/CDOT, concerns regarding the subjectivity of this category have been reduced significantly. Therefore, staff does not recommend any additional adjustments this cycle.	✓		