



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, July 16, 2026

9:30 AM

**Cook 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 July 15 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 May 14, 2026****[26-198](#)**

ACTION REQUESTED: Approval

Attachments: [STPPSC Draft Meeting Minutes 05142026](#)**4.0 Active Program Management Reports****4.01 Shared Fund Status Updates****[26-199](#)**

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

ACTION REQUESTED: Information

Attachments: [STP-SF Active Program July2026](#)
[STP-SF Contingency Program July 2026](#)**4.02 Regional Accounting Update****[26-200](#)**

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

ACTION REQUESTED: Information

Attachments: [STP Regional Accounting - July 2026](#)**5.0 FFY 2028-2032 STP-SF Program Development****5.01 Resilience Planning Factor****[26-208](#)**

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

ACTION REQUESTED: Discussion

Attachments: [STP Resilience Memo 7.16.26](#)**5.02 Universal Mobility Planning Factor****[26-209](#)**

PURPOSE & ACTION: Staff is proposing a new Universal Mobility planning factor that would replace the existing Complete Streets planning factor to promote projects that enhance accessible mobility for all users, while maintaining support for complete streets element implementation.

ACTION REQUESTED: Discussion

Attachments: [STPPSC MethodologyMemo UnivMobility2026](#)

5.03 Inclusive Growth Planning Factor and Jobs + Households Transportation Impact [26-210](#)

PURPOSE & ACTION: CMAP staff had previously planned to bring potential changes for the Inclusive Growth planning factor and the Jobs + Household transportation impact criterion to the STP Project Selection Committee for consideration, however at this time no changes are proposed for the FFY 2028-2032 STP-Shared Fund call for projects.

ACTION REQUESTED: Discussion

Attachments: [STP_PSC_InclGrwth_JobHHMemo_July2026](#)

6.0 Other Business**7.0 Public Comment**

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

8.0 Next Meeting**9.0 Adjournment**



STP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, May 14, 2026

9:30 AM

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

1.0 Call To Order

The meeting was called to order by Chair Dobbs at 9:31 a.m.

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

Absent: Anne Zhang and Leon Rockingham

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

Absent (NV): Mark Kane

Mark Pitstick served as the RTA representative.

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

Others Present: Eric Czarnota, Rithvika Dara, Dawn Dina, Dan Forbush, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Brittany Matyas, Leslie Rauer, Tom Rickert, Chris Schmidt, Todd Schmidt, Joe Surdam

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

3.01 Draft meeting minutes from March 26, 2026

[26-122](#)

Attachments: [March 26 STP PSC Draft Meeting Minutes](#)

A motion was made by Jeffrey Schielke, seconded by Mark Kuchler, to approve the minutes from March 26, 2026, as presented. The motion passed by a voice vote.

4.0 Active Program Management Reports

4.01 Shared Fund Status Updates

[26-123](#)

Attachments: [STP-SF Active Program May2026](#)
[STP-SF Contingency Program May2026](#)

CMAAP staff Jon Haadsma provided highlights of the attached status reports.

4.02 Regional Accounting Update [26-124](#)

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

5.0 FFY 2028-2032 STP-SF Program Development**5.01 Resilience planning factor** [26-132](#)

Attachments: [STP PSC Resilience Memo 5-14-26](#)

CMAF Staff Kate Evasic presented recommendations for changes to the resilience planning factor in the STP-SF project selection methodology to align scoring criterion with the Transportation Resilience Improvement Plan.

Grant Davis expressed concerns that the proposed changes would favor rural projects in scoring. Tara Orbon agreed that the proposed changes may make urban projects less competitive.

CMAF Staff Evasic stated that the "Need" scoring factor included in the proposed changes may mitigate these concerns. Evasic will return to a future meeting with more specific recommendations and examples.

5.02 Safety - Corridor & Small Area Safety Improvements [26-131](#)

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

CMAF Staff Alyson Dressman presented recommended changes to the STP-SF evaluation methodology to incorporate the completed county safety action plans and better align with the Safe Systems Approach.

Mark Pitstick stated that the proposed changes were reasonable and more proactive.

Tara Orbon asked if existing safety elements would be incorporated into project scoring. Dressman clarified that the proposed scoring is based on added safety elements.

6.0 Other Business

Chair Dobbs announced the retirement of RTA Representative Mark Pitstick.

7.0 Public Comment

There were no public comments.

8.0 Next Meeting

The next meeting is scheduled for July 16, 2026.

9.0 Adjournment

A motion to adjourn the meeting at 10:34 a.m. was made by Jeffery Schielke and seconded by Mark Kuchler. The motion carried by a voice vote.

Minutes prepared by Hayden Horton.



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

FFY 2026

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
10-23-0010	Village of Lake Bluff- Green Bay Road Reconstruction	Lake Bluff	Lake Council	\$2,840,000	Local	\$977,440	\$4,887,200	58%	\$5,189,400	100%	9/30/2026	C/CE	1/2026	\$2,840,000	\$0	No change. Project let 01/16/2026. Construction started in 04/2026.	6/30/2026	No change. Project let 01/16/2026.	3/31/2026
03-23-0036	Melas-Meadows Pedestrian Bridge	Mount Prospect	Northwest Council	\$2,033,824	Local, ITEP, CPF	\$4,310,086	\$6,343,910	32%	\$8,004,738	100%	9/30/2026	CON	4/2026	\$2,033,824	\$0	No change. Project let 04/24/2026. Low bid was higher than anticipated. Sponsor looking to request additional funding from STP-SF.	6/30/2026	Project let 04/24/2026. Low bid was higher than anticipated. Sponsor is anticipating to request additional funding from STP-SF.	3/31/2026
05-16-0001	16th Street Traffic Improvements	Berwyn	Central Council	\$2,197,468	Local, STP-L	\$2,935,617	\$5,133,085	43%	\$6,200,510	n/a	9/30/2026	CON	4/2026	\$2,197,468	\$0	No change. Project let 04/24/2026. Low bid was higher than anticipated. Sponsor is anticipating to request additional funding from STP-L and STP-SF.	6/30/2026	Project let 04/24/2026. Low bid was higher than anticipated. Sponsor is anticipating to request additional funding from STP-L and STP-SF.	3/31/2026
10-17-0016	Everett Road at Waukegan Road Intersection Improvement	Lake Forest	Lake Council	\$875,440	Local	\$218,860	\$1,094,300	80%	\$531,616	100%	9/30/2026	ROW	4/2026	\$875,440	\$0	No change. ROW funding agreements were executed in 04/2026. ROW anticipated to be completed and certified by 11/2027.	6/30/2026	ROW funding agreements were executed in 04/2026. ROW anticipated to be completed and certified by 11/2027.	3/31/2026
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$28,768,800	SOCC	\$9,800,000	\$38,568,800	80%	\$52,000,000	n/a	9/30/2026	CON/CE	9/2026			Final PS&E submitted 03/2026. Project is anticipated to be let locally in 09/2026.	6/30/2026	Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026
Planned Use of Redistribution																			
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$24,031,200	SOCC	\$9,800,000	\$121,000,000	80%	\$123,883,243	n/a	9/30/2026	CON/CE	9/2026	\$0		Final PS&E submitted 03/2026. Project is anticipated to be let locally in 09/2026. 20% redistribution cost increase for \$8,000,000 approved by CMAP staff.	6/30/2026	Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026
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	3/31/2026	ENG1	9/2026	\$0		Project proceeding with Section 1440 approval. Engineering 1 Local Agency Agreements approved by IDOT in 03/2026. Draft PDR anticipated to be submitted 03/2027 with final PDR approval anticipated 02/2028.	6/30/2026	Project proceeding with Section 1440 approval. Engineering 1 Local Agency Agreements awaiting IDOT approval. Draft PDR anticipated to be submitted 03/2027 with final PDR approval anticipated 02/2028.	3/31/2026
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%	9/30/2026	ENG1	9/2026	\$0		Project is proceeding with Section 1440 and submitted Engineering 1 Local Agency Agreements in 01/2026. Approval of the funding agreements is anticipated for 9/2026.	6/30/2026	Project is proceeding with Section 1440 and submitted Engineering 1 Local Agency Agreements in 01/2026. Approval of the funding agreements is anticipated for 09/2026.	3/31/2026
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	9/2026	\$0		Pre final plans anticipated to be submitted 06/2026 for a 1/2029 target letting.	6/30/2026	Pre final plans anticipated to be submitted 05/15/2026 for a 11/2026 target letting.	3/31/2026
09-20-0082	Sullivan Road Widening/Resurfacing and Traffic Signal Modernization from Edgelawn Drive to Golden Oaks Parkway	Aurora	Kane/Kendall Council	\$1,029,780	Local, STP-L	\$3,549,121	\$4,578,901	22%	\$5,770,787	20%	9/30/2026	C/CE	11/2026	\$0		Project currently completing land acquisition, anticipated to be certified 09/2026, for a 11/2026 target letting.	6/30/2026	Project currently completing land acquisition, anticipated to be certified 06/2026, for a 07/2026 target letting.	3/31/2026
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	\$825,000	Local, STP-L, Econ Dev	\$540,000	\$1,365,000	60%	\$11,815,000	n/a	9/30/2026	CE	1/2027	\$0		Final PS&E submitted 01/2026; project moved from the 09/2026 to the 01/2027 state letting due to ROW delays. ROW anticipated to be certified 11/2026. STP-SF eligible for obligation deadline extension.	6/30/2026	Final PS&E submitted 01/2026; project moved from the 04/2026 to the 09/2026 state letting due to ROW delays. ROW anticipated to be certified 08/2026.	3/31/2026
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	1/2027	\$0		Final PS&E submitted 01/2026; project moved from the 09/2026 to the 01/2027 state letting due to ROW delays. ROW anticipated to be certified 11/2026. STP-SF eligible for obligation deadline extension.	6/30/2026	Final PS&E submitted 01/2026; project moved from the 04/2026 to the 09/2026 state letting due to ROW delays. ROW anticipated to be certified 08/2026.	3/31/2026
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%	9/30/2026	ENG2	Supp	\$0		Initial authorized amount is 96% expended.	6/30/2026	Initial authorized amount is 96% expended.	3/31/2026
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	\$1,718,377	Local	\$439,368	\$4,382,628	70%	\$4,862,239	n/a	9/30/2026	CON	Supp	\$0		Initial authorized amount is 100% expended. Staff approved supplemental increase on 11/8/2024.	6/30/2026	Initial authorized amount is 100% expended. Staff approved supplemental increase on 11/8/2024.	3/31/2026
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	\$4,871,631	Local/ICC	\$1,217,908	\$40,962,886	80%	\$46,086,286	100%	9/30/2026	CON/CE	Supp	\$0		Initial authorized amount is 12% expended as of 03/24/2026.	6/30/2026	Initial authorized amount is 12% expended as of 03/24/2026.	3/31/2026
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Streamwood	Northwest Council	\$3,586,750	Local, TAP-L, ITEP	\$896,688	\$10,785,770	80%	\$11,988,352	n/a	9/30/2026	CON	Supp	\$482,855		Initial authorized amount is 95% expended as of 01/31/2026.	6/30/2026	Initial authorized amount is 95% expended as of 01/31/2026.	3/31/2026

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FFY 2027

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
08-00-0009	IL 53 from S of IL 56 Butterfield Rd to Park Blvd	DuPage DOT	IDOT	\$2,035,200	State	\$505,800	\$6,678,000	30%	\$44,141,000	100%	9/30/2027	ROW	9/2026	\$0		ROW to be certified 9/2026.	6/30/2026	ROW to be certified 9/2026 for a 11/2026 letting.	3/31/2026
10-19-0034 / 10-22-0001	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%	9/30/2027	C/CE	1/2027	\$0		Section 2 of the project is anticipated to be let in 01/2027.	6/30/2026	Section 2 of the project is now anticipated to be let in 01/2027.	3/31/2026
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	1/2027	\$0		No change. Target letting is 01/2027.	6/30/2026	Target letting updated to 1/2027.	3/31/2026
07-23-0010	150th St Complete Street Project: Dixie Hwy to Halsted St.	Harvey	South Council	\$879,223	TDCH	\$175,845	\$879,223	100%	\$23,914,865	0%	9/30/2027	ENG1	3/2027	\$0		Phase 1 local agency agreement anticipated to be submitted 06/30/2026 with approval from IDOT anticipated for 03/2027.	6/30/2026	Phase 1 local agency agreement anticipated to be submitted 05/01/2026.	3/31/2026
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	9/30/2027	ENG1	3/2027	\$0		Phase 1 local agency agreement anticipated to be submitted 06/30/2026 with approval from IDOT anticipated for 03/2027.	6/30/2026	Phase 1 local agency agreement anticipated to be submitted 05/01/2026.	3/31/2026
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%	9/30/2027	ENG1	3/2027	\$0		Not submitted.		Phase 1 local agency agreement anticipated to be submitted 06/01/2026.	3/31/2026
07-21-0007	Ashland Ave Complete 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	9/30/2027	ENG1	8/2027	\$0		QBS selection estimated for 09/2026. Funding agreements anticipated to be submitted 12/2026.	6/30/2026	No change. QBS selection estimated for 6/2026. Funding agreements anticipated to be submitted 09/2026.	3/31/2026
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$20,000,000	SOCC	\$5,000,000	\$121,000,000	80%	\$123,883,243	n/a	9/30/2027	CON/CE	Supp	\$0		Final PS&E submitted 03/2026. Project is anticipated to be let locally in 09/2026.	6/30/2026	Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026
07-19-0011	Burnham Avenue Grade Separation	Burnham	South Council	\$162,967	TDCH	\$40,742	\$3,637,002	100%	\$83,587,002	n/a	9/30/2027	ENG1	Supp	\$0		Initial authorized amount 5% expended. Final Design to be approved 11/2026. Pre-final plans to be submitted 12/2027. Target letting 5/2029.	6/30/2026	Initial authorized amount 55% expended. Final PDR to be submitted 08/2026. Pre-final plans to be submitted 10/2027. Target letting 5/2028.	3/31/2026
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	\$2,726,100	Local, State	\$191,636	\$5,045,290	67%	\$100,400,714	100%	9/30/2027	CON/CE	Supp	\$0		Initial authorized amount 28% expended as of 04/16/2026.	6/30/2026	Initial authorized amount 28% expended as of 04/16/2026.	3/31/2026

FFY 2028

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	\$20,000,000	SOCC	\$5,000,000	\$121,000,000	80%	\$123,883,243	n/a	9/30/2028	CON/CE	Supp	\$0		Final PS&E submitted 03/2026. Project is anticipated to be let locally in 09/2026.	6/30/2026	Final PS&E submitted 03/2026. Project is anticipated to be let locally in 06/2026.	3/31/2026
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%	9/30/2028	CON	11/2027	\$0		Design approval estimated for 12/2026 and pre-final plans estimated for 05/2027. Project is anticipating to be let 11/2027.	6/30/2026	Design approval estimated for 12/2026 and pre-final plans estimated for 05/2027. Project is anticipating to be let 11/2027.	3/31/2026
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	1/2028	\$0		Project is anticipated to receive Design Approval 09/2026. Pre-final plans are projected to be submitted 07/2027 for a 01/2028 letting.	6/30/2026	No change. Project is anticipated to receive Design Approval 06/2026. Pre-final plans are projected to be submitted 04/2027 for a 11/2027 letting.	3/31/2026
05-25-0001	74th Ave Pedestrian Bridge Replacement over the Indiana Harbor Belt	Summit	Central	\$175,000	Local	\$75,000	\$250,000	80%	\$5,445,000		9/30/2028	ENG2	2/2028	\$0		No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	6/30/2026	No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	3/31/2026

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

FFY 2029

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
01-24-0017	Rehabilitation of 92nd Street, 95th Street, and 100th Street Bridges over the Calumet River	CDOT	CDOT	\$13,729,435	Local	\$3,432,359			\$319,161,794		9/30/2029	CON	11/2027	\$0		Final plans anticipated to be submitted 09/2027, which puts the project on track for a 11/2027 letting.	6/30/2026	No status update submitted.	
01-98-0072	Milwaukee Avenue from Gale St to Jefferson St (Logan to Armitage stage)	CDOT	CDOT	\$14,367,560	Local	\$3,591,890	\$17,959,450				9/30/2029	CON	11/2029	\$0		Final plans anticipated to be submitted 09/2029, which puts the project on track for a 11/2029 letting.	6/30/2026	No status update submitted.	
09-21-0025	Chicago Street Bridge over the Fox River	Elgin	Kane/Kendall	\$5,300,000	Local	\$1,325,000	\$16,020,000		\$17,656,307		9/30/2029	C/CE	1/2029	\$0		Design Approval estimated for 5/2027. Pre-Final plans anticipated to be submitted 7/2028 for a 1/2029 letting.	6/30/2026	Design Approval estimated for 12/2026. Pre-Final plans anticipated to be submitted 7/2028 for a 1/2029 letting.	3/31/2026

FFY 2030

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Current Status	Current Status Date
05-25-0001	74th Ave Pedestrian Bridge Replacement over the Indiana Harbor Belt	Summit	Central	\$3,100,000	Local, ICC	\$875,000	\$4,470,000	69%	\$5,445,000		9/30/2030	C/CE	1/2029	\$0		No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	6/30/2026	No change. Design Approval anticipated 07/2027. Engineering 2 Local Agency Agreements anticipated to be submitted in 07/2027 with Pre-Final Plans estimated for 07/2028. The project is estimated to let in 01/2029.	3/31/2026
03-25-0009	Algonquin Road & UP Railroad Grade Separation	Des Plaines	Northwest	\$14,022,345	Local, RRGX	\$8,119,200	\$40,596,000	35%	\$47,503,658		9/30/2030	C/CE	3/2030	\$0		No change. Design Approval anticipated 03/2027. Pre-Final Plans estimated to be submitted 09/2029 for a 3/2030 letting.	6/30/2026	No change. Design Approval anticipated 03/2027. Pre-Final Plans estimated to be submitted 09/2029 for a 3/2030 letting.	3/31/2026
07-20-0048	Dolton Road/State Street Improvements from I-94 to State Line Road	Calumet City	South Council	\$3,493,880	IIC, STP-L, TDCH	\$698,776	\$18,462,766	85%	\$20,798,171		9/30/2030	CON	4/2030	\$0		Pre-final plans anticipated to be submitted 01/2029 for a 04/2030 target letting.	6/30/2026	No status update submitted.	
07-20-0048	Dolton Road/State Street Improvements from I-94 to State Line Road	Calumet City	South Council	\$12,780,770	Local, STP-L, TDCH	\$5,681,996	\$18,462,766	85%	\$20,798,171	50%	9/30/2030	CON	4/2030	\$0		Pre-final plans anticipated to be submitted 01/2029 for a 04/2030 target letting.	6/30/2026	No status update submitted.	

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

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS			
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2026	2027	2028	2029	2030	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date	
	N/A	01-23-0007	18th Street Viaduct: Wentworth to East Side of Chic	CDOT	CDOT	CON		\$20,000,000				\$20,000,000	\$20,000,000	\$30,816,000	3/2027	Pre-final plans anticipated to be submitted 08/2026, putting it on track for a 03/2027 letting.	6/30/2026	No status update submitted.		
												\$7,129,714	\$7,129,714	\$9,373,312	6/2027	Project delayed due to ROW delays. Final PS&E anticipated to be submitted 03/2027. ROW certification anticipated 4/2027 for 6/2027 target letting.	6/30/2026	Final PS&E anticipated to be submitted 04/2026. ROW certification anticipated 8/2026 for 9/2026 target letting.	3/31/2026	
	NA	09-21-0005	Randall Rd @ Big Timber Rd	Kane/Kendall Council	Kane DOT	CON		\$7,129,714							9/2027	No change. Final design approval anticipated 02/2027. Final plans to be submitted 08/2027 for a 09/2027 target letting.	6/30/2026	Final design approval anticipated 02/2027. Final plans to be submitted 08/2027 for a 09/2027 target letting.	3/31/2026	
	N/A	01-22-0043	Ogden Avenue from Pulaski to Roosevelt (Kedzie to	CDOT	CDOT	CON		\$20,000,000					\$20,000,000	\$111,150,000	9/2027	No change. Final design approval anticipated 02/2027. Final plans to be submitted 08/2027 for a 09/2027 target letting.	6/30/2026	Final design approval anticipated 02/2027. Final plans to be submitted 08/2027 for a 09/2027 target letting.	3/31/2026	
	N/A	07-94-0027	Joe Orr Road Extension	Cook Co DOTH	South Council	CON		\$2,500,000					\$2,500,000	\$13,379,808	11/2027	Final PS&E estimated to be submitted 7/2027 for a 11/2027 target letting.	6/30/2026	Final PS&E estimated to be submitted 7/2027 for a 11/2027 target letting.	3/31/2026	
													\$17,600,000	\$17,600,000	\$47,489,115	11/2027	Pre-final plans antipectaed to be submitted 06/2027, which would put the project on track for a 11/2027 letting.	6/30/2026	No status update submitted	
	N/A	01-12-0015	Grand Avenue Bridge over North Branch of the Chicago River	CDOT	CDOT	CON		\$17,600,000												
			Irving Park All Stations Accessibility Program (ASAP) Design and Construction - CFP	CTA	CTA	CON	\$1,897,799	\$3,890,790	\$1,992,991	\$0	\$0		\$7,781,580	\$44,619,469	Multiple years	Status update not submitted.		Status update not submitted.		
10	16-25-0013			Pace									\$2,400,000	\$8,400,000	9/2027	NEPA process anticipated to be completed in 03/2027, with FTA grant application targeting a 09/2027 approval.	6/30/2026	Project is anticipated to have the NEPA process completed and an FTA grant application in TrAMS on 03/31/2027.	3/31/2026	
13	17-25-0002		Pace Transit Signal Priority - CFP		Pace	ENG	\$2,400,000	\$0					\$2,400,000							
13	17-25-0002		Pace Transit Signal Priority - CFP		Pace	IMP	\$0	\$4,320,000	\$0	\$0	\$0		\$4,320,000	\$4,320,000	\$8,400,000	6/2028	Implementation slated to begin 06/2028 and finish in 09/2031.	6/30/2026	Project anticipated to have non-construction implementation started on 06/30/2028.	3/31/2026
													\$6,899,200	\$9,439,000	4/2029	Status update not submitted.		Project is anticipated to have pre-final plans submitted 08/20/2028 and is targeting to let 04/2029.	3/31/2026	
15	12-25-0012		Boughton Road Reconstruction - Schmidt Road to Aspen Drive - CFP		Bolingbrook	C/CE	\$6,899,200	\$0	\$0	\$0	\$0		\$5,062,074							
				South Council									\$18,920,000	\$20,620,000	Q1/2030	Pre-final plans anticipated to be submitted 01/2029 for a 04/2030 target letting.	6/30/2026	Status update not submitted.		
16	07-25-0009	07-20-0048	Dolton Road and State Street Rehabilitation from I-94 (Bishop Ford Freeway) to West of Burnham Avenue - CFP		Calumet City	C/CE	\$0	\$18,920,000	\$0	\$0	\$0		\$16,082,000							
				Metra									\$20,000,000	\$25,000,000	4/2027	Final engineering verification anticipated for 10/2027, with FTA construction grant application approval slated for 04/2027.	6/30/2026	Project is anticipated to have grant application in TrAMs 11/2026 with grant approval in 04/2027.	3/31/2026	
17	18-25-0023		Evanston/Davis Street Station Rehabilitation - CFP		Metra	CON	\$0	\$0	\$8,000,000	\$12,000,000	\$0		\$10,000,000							
				Lake Council									\$4,152,800	\$8,504,000	11/2026	Status update not submitted.		Pre-final plans are anticipated to be submitted 05/15/26 for a target letting date of 11/2026. Land acquisition is set to be initiated in 03/2026.	3/31/2026	
20	10-25-0003	10-21-0029	Pedestrian Bridge over US 41 (Skokie Highway) - CFP		Highland Park	C/CE	\$4,152,800	\$0	\$0	\$0	\$0		\$4,152,800							
													\$19,938,720	\$28,063,700	1/2029	Final PDR anticipated to be submitted 01/2027; pre-final plans estimated for 08/2028 for a target 01/2029 letting.	6/30/2026	Final PDR anticipated to be submitted 07/2026; pre-final plans estimated for 07/2028 for a target 01/2029 letting.	3/31/2026	
21	03-25-0011	03-22-0011	Biesterfield Road at I-290 Ramp and Interchange Improvements		Elk Grove Village	C/CE				\$19,938,720			\$19,938,720							
				CDOT									\$7,886,800	\$39,191,000	Q2/2027	Status update not submitted.		Status update not submitted.		
22	01-25-0010	01-23-0005	Humboldt Park Streetscape - North Avenue: Kostner Avenue to Kedzie Avenue - CFP		CDOT	CON	\$0	\$7,886,800	\$0	\$0	\$0		\$4,000,000							
				Will Co DOT									\$24,292,986	\$139,433,586	4/2028	Status update not submitted.		Project anticipated to have final PS&E submitted in 12/2026, ROW certified 04/2027, and for the project to be let 04/2028.	3/31/2026	
25	12-25-0010	12-19-0038 / 12-22-0001	Gougar Road: Spencer Road to Francis Road - CFP		Will Co DOT	CON	\$7,900,850	\$8,533,230	\$7,858,906	\$0	\$0		\$14,500,000							
26	16-25-0014		Ravenswood Line Western Station Improvements - CFP	CTA	CTA	CON	\$2,493,691	\$29,527,391	\$0	\$0	\$0		\$32,021,082	\$32,021,082	\$40,026,353	1/2026	Status update not submitted.		Status update not submitted.	
				DuPage Council									\$9,980,000	\$43,274,251	3/2027	Design Approval granted 03/18/2026. Project is targeting a 03/2026 letting.	6/30/2026	Design Approval granted 03/18/2026. Final PS&E anticipated 05/30/2026 for a 11/2026 target letting.	3/31/2026	
27	08-25-0011	08-19-0018	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project - CFP		Glen Ellyn	C/CE	\$9,980,000	\$0	\$0	\$0	\$0		\$8,000,000							
				Kane/Kendall Council									\$800,000	\$19,869,615	6/2027	QBS process estimated to be initiated 11/2026, with Local Agency Agreements estimated to be submitted 11/2026. Final PS&E estimated for 08/2030.	6/30/2026	No change. QBS process estimated to be initiated 10/2026, with Local Agency Agreements estimated to be submitted 11/2026. Final PS&E estimated for 08/2030.	3/31/2026	
28	09-25-0012		US Grant Memorial Highway (US 20) from Longcommon Parkway to Coombs Road - CFP		Elgin	ENG2	\$800,000						\$400,000							
				Kane/Kendall Council									\$160,000	\$19,869,615	2/2027	No change. Land acquisition set to be initiated 02/2027 and estimated to be completed and certified in 03/2029.	6/30/2026	No change. Land acquisition set to be initiated 02/2027 and estimated to be completed and certified in 03/2029.	3/31/2026	
28	09-25-0012		US Grant Memorial Highway (US 20) from Longcommon Parkway to Coombs Road - CFP		Elgin	ROW	\$160,000						\$80,000							
				Kane/Kendall Council									\$14,400,000	\$19,869,615	11/2030	No change. Final PS&E estimated to be submitted 08/2030 for a 11/2030 target letting.	6/30/2026	No change. Final PS&E estimated to be submitted 08/2030 for a 11/2030 target letting.	3/31/2026	
29	06-25-0004	06-00-0042	143rd Street and Southwest Highway Intersection Improvements - CFP	Southwest Council									\$8,500,000	\$25,000,228	11/2026	Status update not submitted.		Pre-final plans anticipated to be submitted 05/15/2026 for a 11/2026 target letting.	3/31/2026	
				Orland Park	CON		\$0	\$8,500,000	\$0	\$0	\$0		\$8,500,000							
30	08-25-0006		Grade Separated Pedestrian Crossing - CFP		Westmont	C/CE	\$0	\$0	\$23,750,000	\$0	\$0		\$23,750,000	\$23,750,000	\$37,250,000	Q3/2028	Status update not submitted.		Status update not submitted.	
				Cook Co DOTH									\$7,200,000	\$35,800,000	3/2027	Final PS&E estimated to be submitted 01/2027, ROW anticipated to be certified 09/2026, and a construction letting estimated for 03/2027.	6/30/2026	Final PS&E estimated to be submitted 09/2026, ROW anticipated to be certified 09/2026, and a construction letting estimated for 11/2026.	3/31/2026	
31	02-25-0014		CH W43 FAU 2812 Crawford Avenue from CH A67 FAU 1332 Oakton Street to FAU 1312 Golf Road - CFP		Cook Co DOTH	CON	\$7,200,000	\$0	\$0	\$0	\$0		\$3,000,000							
				McHenry Co DOT									\$40,000,000	\$55,162,500	7/2028	No change. NEPA process antipated to be completed 07/2026, final engineering verification estimated for 04/2028, and construction contractor selection estimated for 07/2028.	6/30/2026	No change. NEPA process antipated to be completed 07/2026, final engineering verification estimated for 04/2028, and construction contractor selection estimated for 07/2028.	3/31/2026	
32	11-25-0004	18-21-0033	Woodstock Yard - CFP		McHenry Co DOT	IMP	\$0	\$0	\$0	\$20,000,000	\$20,000,000		\$30,000,000							
				Northwest Council									\$15,303,826	\$22,982,382	1/2028	Pre-final plans anticipated to be submitted 05/2027, ROW certification estimated for 11/2027, and a target letting estimated for 1/2028.	6/30/2026	Pre-final plans anticipated to be submitted 05/2027, ROW certification estimated for 11/2026, and a target letting estimated for 11/2027.	3/31/2026	
33	03-25-0008	03-23-0017	Wheeling Road Reconstruction from Palatine Road to Dundee Road - CFP		Wheeling	C/CE	\$15,303,826	\$0	\$0	\$0	\$0		\$12,243,061							
				Southwest Council									\$11,554,866	\$16,508,583	6/2027	No change. Pre-final plans estiamted to be submitted 12/2026, ROW certification anticipated for 04/2027, and a target letting of 06/2027.	6/30/2026	Pre-final plans estiamted to be submitted 12/2026, ROW certification anticipated for 04/2027, and a target letting of 06/2027.	3/31/2026	
38	06-25-0005	06-03-0005	143rd Street from Will-Cook Road to Wolf Road - CFP		Orland Park	C/CE	\$11,554,866	\$0	\$0	\$0	\$0		\$11,554,866							



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

Current: FFY 2026

	STP-SF	All Councils	Redistribution
Start of FFY26			
FFY26 Allotment	\$31,843,901	\$180,448,772	n/a
Carryover from FFY25 (expires 3/31/26)	\$0	\$6,099,548	n/a
Carryover from FFY25 (no expiration)	\$4,871,631	\$579,287	\$118,715,039
FFY26 Mark	\$36,715,532	\$187,127,607	\$118,715,039
Programmed (current year + extended)	\$36,715,532	\$172,460,307	n/a
Programmed	\$36,715,532	\$166,360,759	n/a
Extended from FFY25	\$0	\$6,099,548	n/a
Unprogrammed (available for active reprog.)	\$0	\$14,667,300	n/a
Program adjustments throughout FFY26			
Planned use of redistribution	\$48,166,083	\$52,487,161	-\$100,653,244
Cost changes	\$4,491,474	\$19,623,064	n/a
Active Reprogramming	-\$4,491,474	\$11,659,308	n/a
Moved out of FFY26 (including expired extensions)	-\$20,574,100	-\$138,370,762	n/a
Moved into FFY26	\$16,082,626	\$150,030,070	n/a
Revised program	\$36,715,532	\$203,742,679	n/a
Mark adjustments throughout FFY26			
Funds from redistribution	\$0	\$26,369,476	-\$26,369,476
Funds from obligation remainders	\$0	\$0	n/a
Extended funds that expired	\$0	\$0	\$3,460,000
Revised FFY26 mark	\$36,715,532	\$210,037,083	\$95,805,563
Revised unprogrammed	\$0	\$6,294,404	n/a
Transfers, Obligations & Extensions			
Obligated	\$7,946,732	\$83,575,639	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$0	n/a
Unobligated	\$28,768,800	\$103,551,968	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	\$6,294,404	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	\$6,294,404	\$6,294,404

Projected: FFY 2026 - 2030

	STP-SF	All Councils	Redistribution
Start of FFY27			
FFY27 Allotment	\$32,353,403	\$183,335,953	\$1,446,723
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	\$1,446,723
Programmed (current year + extended)	\$32,279,316	\$163,786,970	n/a
Unprogrammed (available for active reprog.)	\$74,087	\$19,548,983	n/a
End of FFY27			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$74,087	\$19,548,983	\$19,548,983



	STP-SF	All Councils	Redistribution
Start of FFY28			
FFY28 Allotment	\$32,871,058	\$186,269,327	\$20,995,706
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	\$20,995,706
Programmed (current year + extended)	\$32,242,514	\$110,673,576	n/a
Unprogrammed (available for active reprog.)	\$628,544	\$75,595,751	n/a
End of FFY28			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$628,544	\$75,595,751	\$76,224,295

	STP-SF	All Councils	Redistribution
Start of FFY29			
FFY29 Allotment	\$33,396,995	\$189,249,638	\$97,220,001
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	\$97,220,001
Programmed (current year + extended)	\$33,396,995	\$172,526,795	n/a
Unprogrammed (available for active reprog.)	\$0	\$16,722,843	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	\$16,722,843	\$16,722,843

	STP-SF	All Councils	Redistribution
Start of FFY30			
FFY30 Allotment	\$33,396,995	\$189,249,638	\$113,942,844
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	\$113,942,844
Programmed (current year + extended)	\$33,396,995	\$83,345,303	n/a
Unprogrammed (available for active reprog.)	\$0	\$105,904,335	n/a
End of FFY30			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$105,904,335	\$105,904,335

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

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

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

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

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



MEMORANDUM

To: STP Project Selection Committee

From: Kate Evasic, Program Lead
Aspen Walters, Analyst

Date: July 9, 2026

Subject: STP Shared Fund Methodology – Resilience planning factor

Action Requested: Discussion

Staff are making modest changes to incorporate [Transportation Resilience Improvement Plan](#) (TRIP) strategies into the resilience planning factor for the FY2028-32 project cycle. The changes will support expanding the list of eligible resilience elements and aligning project scoring with the TRIP priority project list.

At the May meeting, staff provided an overview of TRIP and discussed how it can inform the resilience planning factor for the FY2028-32 project cycle. Since then, staff have developed a proposed scoring methodology that seeks to align with the TRIP priority project list while also considering STP Project Selection Committee member feedback. At the July meeting, staff will present the proposed resilience planning factor scoring methodology for discussion.

Current resilience scoring

The application materials from the last call for projects states:

Projects in the eligible categories below will receive resilience policy points if the local jurisdiction (municipality, township, and/or county) in which they are located has an adopted policy with the goal of increasing transportation resilience (Table 1). A green streets policy is one example of a resilience policy.

These projects will also receive resilience elements points if the project includes elements that improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as flooding, extreme heat, and other weather events or natural disasters (Table 1). Projects that are located where there are higher flood and heat exposure scores from the Transportation Resilience Improvement Plan climate vulnerability assessment will receive more points for inclusion of

resilience elements that address the vulnerability than those located where the TRIP vulnerability scores are lowest or that include resilience elements that are not directly related to the vulnerabilities. evidence

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

Table 1. Current scoring for resilience planning factor

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

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

Proposed resilience scoring

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

List of eligible resilience elements

Staff recommend using TRIP's more expansive suite of structural, nature-based, and hybrid strategies as an approved list of resilience elements (Table 2), while still allowing other elements to be considered on a case-by-case basis. This change acknowledges the resilience benefits of structural solutions or gray infrastructure in addition to nature-based solutions or green infrastructure.

Table 2. List of project resilience strategies¹

Resilience elements	Hazard
Structural solutions	
Elevate bridges	Flooding
Elevate or relocate roadways	Flooding
Install flood walls to prevent flooding of roadway	Flooding
Install geotextiles on embankments	Flooding
Improve or deepen drainage ditches	Flooding

¹ For more information on TRIP's project resilience strategies, see page 28: https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Transportation-Resilience-Improvement-Plan-2026.pdf.

Resilience elements	Hazard
Structural solutions (cont.)	
Upgrade or install culverts and other stormwater management infrastructure	Flooding
Implement flood protection measures for transit tunnels	Flooding
Upgrade rail infrastructure, particularly interlockings	Extreme heat
Install shade structures and shelters along sidewalks and at outdoor transit stops	Extreme heat
Use cool pavement technologies	Extreme heat
Nature-based solutions	
Manage streams to reduce erosion and overtopping	Flooding
Implement natural revetments	Flooding
Reconnect river floodplains to increase flood storage	Flooding
Use flood buyouts in flood-prone areas	Flooding
Create a natural high-flow bypass	Flooding
Restore, enhance, and create wetlands	Flooding
Install stormwater detention facilities	Flooding
Install swales and infiltration practices (e.g., bump-outs)	Flooding
Use permeable pavements and grass medians	Flooding
Recycle greywater on site	Flooding
Provide shade trees along trails, sidewalks, and at transit stops	Extreme heat

Source: CMAP, Transportation Resilience Improvement Plan, 2026.

Proposed scoring

Projects in the eligible categories listed in Table 1 will be reviewed for eligible resilience elements in Table 2. If the project does not feature at least one element, it will receive a score of zero. Projects that feature one or more resilience element will then be scored for system need and project impact (Figure 1). The weights for both system need and project impact are 50 percent.

Figure 1. Summary of proposed scoring approach



System need will still be determined based on the exposure score of the TRIP vulnerability assessment, which was implemented in the previous cycle. Exposure represents the degree to which an asset may be affected by a given hazard. Project sponsors can refer to the [TRIP Risk-](#)

based [Vulnerability Assessment Data Viewer](#)² to look up risk scores for flooding (all assets) and extreme heat (CTA/Metra rail and train stations, CTA/Pace bus stations). Project sponsors can also provide their own risk information to be considered where data does not exist or if the TRIP flood risk scores deviate from known flood events.

Project impact will be assessed based on the project’s ability to mitigate the need and/or build additional resilience and co-benefits. This change will ensure consistency between efforts and lessen the effort required by sponsors when submitting projects that are on the TRIP priority project list.³

Staff propose scoring project impact based on three of the eight criteria used in TRIP. These criteria include risk mitigation, green/gray infrastructure, and broader environmental benefits. Other impact criteria used to score TRIP priority projects include modernization, extent of benefits, service continuity, recovery time, and innovation. While these criteria can help understand the broader impact of resilience projects, they require an additional level of detail that would be required of project sponsors. In contrast, the four proposed criteria align well with the previous scoring methodology and would require a similar level of information within the project submission.

Each criterion will be rated on a scale of 1 (lowest impact) to 5 (highest impact). The final impact score will be calculated by assigning equal weights to each criterion and averaging the resulting values. When a project that is on the TRIP priority project list is submitted for the STP Shared Fund program, CMAP will use the previously calculated scores for the selected scoring criteria shown in Table 3.

Table 3. Impact scoring criteria

Criterion	Definition
Risk mitigation	To what extent does the project protect transportation assets from extreme weather events and climate hazards? Does the project go beyond standard design requirements to build resilience and future climate adaptation?
Green/gray infrastructure	How well does the project integrate green or gray infrastructure solutions for long-term resilience?
Broader environmental benefits	Does the project provide additional co-benefits beyond resilience, such as improvements in air quality, water quality, or ecosystem health?

² TRIP Risk-based Vulnerability Assessment Data Viewer:

<https://cmapgis.maps.arcgis.com/apps/mapviewer/index.html?webmap=08a4d59480b14660ad9f375306677ee9>

³ For the TRIP priority project list, see Table 9 and Table 10 beginning on page 63 and page 71, respectively:

https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Transportation-Resilience-Improvement-Plan-2026.pdf.

MEMORANDUM

To: STP Project Selection Committee

From: Alyson Dressman, Planner

Date: July 9, 2026

Subject: STP Shared Fund Methodology – Universal Mobility Planning Factor

Action Requested: Discussion

CMAP Accessible Communities Program

In 2021, the Metropolitan Planning Council published [Where the Sidewalk Ends](#), a report assessing municipal compliance with Title II of the ADA in northeastern Illinois. It revealed that only 22 communities (9%) had developed a required transition plan. This report identified a need and laid the groundwork for [CMAP's Accessible Communities Program](#), which launched in 2022 with support from the Illinois Department of Transportation (IDOT). The program focuses on enhancing accessibility in the public right-of-way and fostering a more inclusive region. Through a multi-faceted program that included training, resources, regional engagement, and technical assistance, 56 communities had a public right-of-way transition plan by June 2026. While the program made significant improvements to ADA Title II compliance, it also highlighted the need for ongoing awareness and implementation assistance to enhance regional accessibility.

Current Methodology – Complete Streets (CS) Planning Factor

To support recommendations identified in CMAP's ONTO 2050 Plan, the current STP-SF methodology awards points to candidate projects for the adoption of Complete Streets (CS) policies in the location and for incorporation of CS design elements in the project scope. Projects receive points if the jurisdiction in which the project is located has an adopted CS policy or if the project adds, replaces, improves, or leaves existing CS elements in place.

The maximum number of CS planning factor points varies by project type:

Project Type	Max. CS Policy Pts	Max. CS Elements Pts	Total Max. CS Pts
Bicycle/Pedestrian Barrier elimination	10	0	10
Bridge Rehab/Reconstruction	4	6	10
Corridor/Small Area Safety Improvements	4	6	10
Highway-Rail Grade Crossing Improvements	4	6	10
Truck Route Improvements	4	6	10
Bus Speed Improvements	2	3	5
Road Expansion	2	3	5
Road Reconstruction	2	3	5
Transit Station, Yard, or Terminal Improvement	0	0	0

While effective in earlier STP-SF project evaluation cycles, the broad regional adoption of CS policies has reduced score differentiation in recent years. As most jurisdictions now earn full CS policy points – making the score for CS elements the only effectual score – the CS planning factor is no longer providing meaningful distinction between projects.

Proposed Methodology – Universal Mobility (UM) Planning Factor

The diminishing effectiveness of the CS planning factor creates an opportunity to introduce a more impactful measure. The proposed Universal Mobility (UM) planning factor promotes projects that enhance accessible mobility for all users – advancing the goals of CMAP’s Accessible Communities Program -- while encouraging implementation of traditional CS elements.

The proposed UM planning factor awards points to candidate projects based on implementation of design elements that improve accessibility and mobility. Depending on the design element, a project can receive points for the *quantity* of the element (e.g. number of accessible bus boarding pads), the *linear mileage* of the improvement (e.g. miles of multi-use path), or a *binary* yes/no based on overall project impact (e.g. implements speed reduction).

The eligible project activities include:

Project Activity/Design Element	Measurement Type
Completes bike/ped gap to key destination (essential services, medical, grocery, school, etc.) (areas considered as urban districts)	quantity
Completes bike/ped gap to key destination (essential services, medical, grocery, school, etc.) (areas that are not considered as urban districts)	quantity
Connects accessible transit boarding pads to sidewalk network	quantity
Constructs curb/barrier protected or elevated bike lane	linear
Constructs multi-use path	linear
Constructs one lane roundabout/mini roundabout with multimodal facilities	quantity
Constructs new sidewalks (4') on both sides of the road	linear
Constructs new sidewalks (4') on one side of the road	linear
Implements accessible pedestrian signals (APS)	quantity
Implements protected intersection	quantity
Implements marked/striped bike lane (both sides)	linear
Implements speed reduction in locations with activity generators (essential services, medical, grocery, school, etc.)	yes/no
Installs accessible raised crossings, medians, bump-outs, and/or refuge islands	quantity
Installs new or upgraded detached sidewalks (minimum 3' separation from traffic with landscaping/furnishing)	linear
Installs new signalized crossing for people walking, rolling, or biking (traffic signal or HAWK)	quantity
Installs paint buffered or flex delineator protected bike lane	linear
Installs pedestrian-scale lighting	yes/no
Installs RRFB for people walking, rolling, or biking	quantity
Provides grade separation at railroad crossings for people walking, rolling, or biking	yes/no
Reduces or combines access points/driveways	yes/no
Upgrades bus shelters/bus pads to be accessible	yes/no
Widens shoulder or adds space to create a 4' shoulder (natural/agriculture areas only)	linear
Widens sidewalks beyond PROWAG	linear
Installs detectable warning surfaces/directional indicators leading to a crosswalk	yes/no
Other - write-ins subject to CMAP approval	yes/no

Projects are scored based on inclusion of the UM elements. That value is then normalized by project cost and scaled according to the current maximum CS planning factor points allowed for each project type, as shown below:

Project Type	Max. Total CS PF / UM PF Pts
Bicycle/Pedestrian Barrier Elimination	10
Bridge Rehab/Reconstruction	10
Corridor/Small Area Safety Improvements	10
Highway-Rail Grade Crossing Improvements	10
Truck Route Improvements	10
Bus Speed Improvements	5
Road Expansion	5
Road Reconstruction	5
Transit Station, Yard, or Terminal Improvement	0

Total Planning Factor points for each project – including Freight, Resilience, Transit-Supportive Density, and Inclusive Growth – will remain capped at thirty (30) points.

The application will also ask applicants if the project advances an ADA transition plan. This information will not impact scoring but will support future refinement of project evaluation methods and help CMAP understand the connection between STP-SF funding and ADA transition planning work.

Conclusion

The proposed Universal Mobility planning factor methodology, if approved, will replace the existing Complete Streets planning factor to promote projects that enhance accessible mobility for all users, while maintaining support for CS element implementation. While more significant changes to the STP-SF evaluation methodology are expected in the long term, this near-term change supports the implementation of accessibility improvements regionwide and promotes distinct score differentiation across candidate projects.



MEMORANDUM

To: STP Project Selection Committee

From: Douglas Ferguson, Senior Analyst

Date: July 9, 2026

Subject: Inclusive Growth Planning Factor and Jobs + Households Transportation Impact

Action Requested: Information

CMAP staff had previously planned to bring potential changes for the Inclusive Growth planning factor and the Jobs + Household transportation impact criterion to the STP Project Selection Committee for consideration, however at this time no changes are proposed for the FFY 2028-2032 STP-Shared Fund call for projects.

CMAP staff has recently launched an effort to develop a new regional tool that could replace the Inclusive Growth planning factor. The completion of this work will inform future discussion of this planning factor.

The Jobs + Households transportation impact was derived from the work that went into On To 2050. With the draft 2026 Regional Transportation Plan out for public comment and work underway for the new Century Plan, CMAP staff would like to wait until this work is completed before considering potential updates to the Job + Households criterion.