



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, July 18, 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 until Wednesday, August 17, 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 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 - April 11, 2024**[24-303](#)

ACTION REQUESTED: Approval

Attachments: [STP PSC Draft Minutes 04112024](#)

4.0 Active Program Management Reports**4.1 Shared Fund Status Updates**[24-290](#)

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

ACTION REQUESTED: Information

Attachments: [FFY24-29 STP SF Status Report July 2024 Active](#)
[FFY24-29 STP SF Status Report July 2024 Contingency](#)

4.2 Regional Accounting Update[24-291](#)

PURPOSE & ACTION: Staff will review highlights of the attached report summarizing the status of available, programmed, and obligated STP funds for the region, through July 1, 2024.

ACTION REQUESTED: Information

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

5.0 FFY 2026 - 2030 Program Development: Methodology Discussion**5.1 Bus Speed Improvement Projects**[24-292](#)

PURPOSE & ACTION: Staff will review the attached memo regarding retention of this project category with no methodology changes.

ACTION REQUESTED: Discussion

Attachments: [5.1 Bus Speed Improvement 2024 7 18](#)

5.2 Transit Station, Yard, or Terminal Improvements Projects[24-293](#)

PURPOSE & ACTION: Staff will review the recommendations outlined in the attached memo for minor modifications to the methodology for scoring "improvement" for yard or terminal projects.

ACTION REQUESTED: Discussion

Attachments: [Transit Station, Yard, or Terminal Improvement Projects](#)

5.3 Transportation Impact: Household/Job Impact[24-294](#)

PURPOSE & ACTION: Staff will review the attached memo discussing potential changes to the Household/Job Impact scoring criteria.

ACTION REQUESTED: Discussion

Attachments: [STPPSC MethodologyMemo Jobs+HH \(2024\)](#)

5.4 Resilience Planning Factor[24-295](#)

PURPOSE & ACTION: Staff will present a proposal for modifications to the resilience planning factor to incorporate data from the Transportation Resilience Improvement Plan (TRIP) that is currently under development.

ACTION REQUESTED: Discussion

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 August 22, 2024, however staff proposes rescheduling this meeting for August 29, 2024.

9.0 Adjournment



STP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, April 11, 2024

9:30 AM

1.0 Call To Order

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

Present: Kama Dobbs, Dan Burke, Leon Rockingham, Jeffrey Sriver, Grant Davis, and Mark Kuchler

Absent: Jeffery Schielke

Non-Voting: Jennifer (Sis) Killen, Heather Mullins, Mark Kane, and Jon Paul Diipla

Absent (NV): Chad Riddle

Staff Present: Laurent Ahiablame, Teri Dixon, Doug Ferguson (online), Jon Haadsma, Aimee Lee, Martin Menninger, Richard Norwood, Russell Pietrowiak, Sarah Stolpe, Isaura Velez

Others Present: Eric Czarnota, Drew Duffin, Jackie Forbes, Brian Larson, Heidi Lichtenberger, George Kandathil, Todd Schmidt, Megan Swanson, David Tomzik (online)

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes - November 2, 2023

[24-167](#)

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

A motion was made by Leon Rockingham, seconded by Grant Davis, to approve the minutes of November 2, 2023 as presented. The motion carried by a voice vote.

4.0 Active Program Management Reports

4.1 Shared Fund Status Updates

[24-168](#)

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

Kama Dobbs provided an overview of the STP Shared Fund status reports, which she noted include updates through the March quarterly status update period.

4.2 Regional Accounting Update

[24-169](#)

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

Kama Dobbs provided an overview of the regional accounting report, which was updated through the previous week. The report included details regarding funding marks that expired on March 31, 2024 that were transferred to the region's redistribution balance according to active program management policies, and a discussion of that redistribution balance. She noted that staff encourages project sponsors to aggressively identify projects that can move forward to obligation in FFY 2024, including contingency projects and projects seeking cost increases, in order to utilize the region's large redistribution balance.

In response to a request for clarification from Mark Kuchler, Ms. Dobbs noted that projects that are included in the shared fund, CDOT's, or any local council's active or contingency programs are those that are eligible to utilize funds, even if those projects are programmed in other federal fiscal years at this time. New projects that have not been vetted through an STP program development process cannot be considered until they have been submitted and evaluated through a call for STP projects.

5.0 FFY 2026 - 2030 Program Development: Methodology Discussion

[24-170](#)

Attachments: [STPPSC MethodologyMemo CriteriaDiscussionProposal April2024](#)

Chair Dobbs stated that after each programming cycle, staff and the committee discuss anything that didn't work in that cycle and any opportunities there are for improvements in the next cycle. She noted that Doug Ferguson would be leading the next program development cycle for the 2026 - 2030 program and invited him to review staff's initial thoughts for that cycle.

Mr. Ferguson provided a summary of staff recommendations for committee discussions regarding project categories, eligibility criteria, and the project selection methodology for the next call for projects cycle that will open in October 2024. He reported that staff has noted several items for discussion: removal or modification of the bus speed improvement project category, incorporation of safety data from safety action plans that are underway, improvements to the efficiency improvement component of transit yard and terminal improvement projects, jobs and households scoring, inclusive growth scoring refinements, and incorporation of ADA transition planning and transportation resilience planning efforts that are currently underway into the scoring.

Chair Dobbs noted that staff is excited to continue to build-up the use of new data in the project selection process.

Grant Davis noted that the committee discussed jobs/households scoring refinements prior to the last cycle and decided not to make any changes and asked if anything had changed to warrant further committee discussion. Ms. Dobbs stated that while nothing has changed, staff continues to receive feedback that there are concerns about this scoring correctly capturing relative jobs and households impacts in less dense portions of the region. Staff believes that being responsive to these comments by having committee discussion is appropriate.

Sis Killen suggested that with the recent release of the PART report and ongoing conversations around that, it may be prudent to accept that there may be a small number, or no, applications for bus speed improvements presently, but the category may become more attractive over time and

probably should not be removed entirely. Chair Dobbs noted that staff agreed and just wants to be sure that the project category is fitting into our funding programs in the right way.

6.0 Other Business

There was no other business.

7.0 Public Comment

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

Dave Tomzik from Pace commented regarding committee discussion about Bus Speed Improvement projects that it is likely not a lack of interest in the category driving the lack of applications, but more a lack of project readiness. He added that while there are no projects currently ready to seek implementation funding based on the eligibility criteria for STP, several projects are in the planning stages and that the transit agencies would certainly be interested in how to parse those projects into elements that are appropriate for the funding sources.

8.0 Next Meeting

The next meeting is scheduled for May 16, 2024.

Chair Dobbs reminded the committee that the next meeting is scheduled for May 16, 2024.

9.0 Adjournment

A motion was made by Dan Burke, seconded by Leon Rockingham, to adjourn the meeting at 9:52 a.m.. The motion carried unanimously.

FFY 2024 - 2028 STP - Shared Fund Active Program Status Report: July 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		Funds authorized in AC; Anticipated to let 8/2/2024.	6/27/2024	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
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	9/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 8/2024 for a 9/2024 target letting. 2 parcels remain outstanding.	6/25/2024	Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024
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	9/2024	\$0		Final plans submitted 8/8/2022. ROW certification anticipated 8/2024 pending ComEd negotiations, ICC order issued, for a 9/2024 target letting.	6/11/2024	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
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.	6/28/2024	Project under construction. Final invoice anticipated 12/2024.	3/29/2024
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 95% expended as of 2/23/2023. P8VI787	6/4/2024	Project under construction; 94% complete as of 10/13/23; ENG2 99% expended as of 2/10/2022. P8VI787	3/23/2024
Planned use of redistribution																			
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	9/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 8/2024 for a 9/2024 target letting. 2 parcels remain outstanding.	6/25/2024	Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024
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	9/2024	\$0		Final PS&E submitted 3/5/24. ROW certification targeting 8/2024 for a 9/2024 target letting. 2 parcels remain outstanding.	6/25/2024	Final PS&E submitted 3/5/24. ROW certification targeting 5/2024 for a 6/2024 target letting.	3/18/2024
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 8/2024 pending ComEd negotiations, ICC order issued, for a 9/2024 target letting.	6/11/2024	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
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		Consultant selected 3/17/2024.Kick-off held 5/23/2024. Proceeding with Section 1440 approval.	6/20/2024	Phase 1 QBS closed. Consultant selection anticipated 8/2023. Staff approved obligation deadline extension 7/31/2023.	7/31/2023
08-20-0022	Bicycle and Pedestrian Overpass over IL 83	Elmhurst	DuPage Countil	\$63,414	Local, ITEP	\$235,854	\$299,268	21%	\$3,371,700	n/a	9/30/2024	ENG2	10/2024	\$0		Design approvalreceived 4/9/2024; Agreements submitted 5/2024.	6/26/2024	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
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	11/2024	\$0		Final plans anticipated 9/2024 for a 11/2024 target letting.	6/21/2024	Final plans anticipated 6/2024 for a 9/2024 target letting.	3/21/2024

Requests for cost increases																		
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 and 40% complete.	6/28/2024	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	Let 1/2024; Increase request conditionally approved, to be processed when 75% of already obligated funds are expended. 12% expended as of 6/20/2024.	6/20/2024	Project was re-let after initial bids were rejected. Request is for federal participation (STP-SF and TAP-L) at 80% of actual bid. Prior AC obligation included \$456,000 for CE. No additional CE funding is requested.

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		Pre-final plans submitted 6/3/24 for 11/2024 target letting. Candidate for use of FFY 2024 redistribution if remains on 11/2024 letting.	6/28/2024	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.	45380
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	10/2025	\$0		Phase 1 QBS anticipated to begin 9/2024. Sponsor reported anticipated agreement approval 11/2024 however staff anticipates approval in FFY 2025.	6/7/2024	Phase 1 QBS anticipated to begin 6/2024.	3/22/2024
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 9/2024; Agreement approvals expected 3/2025 for 4/2025 project kick-off.	6/7/2024	QBS expected 5/2024; Agreement approvals expected 3/2025 for 4/2025 project kick-off.	3/22/2024
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		Pre-final plans targeting 9/2024 for a 3/2025 letting.	7/2/2024	Phase 2 kick-off held 2/2024; Pre-final plans targeting 6/2024 for a 3/2025 letting.	4/1/2024
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		Pre-final plans anticipated 10/2024 for a 6/2025 target letting.	6/21/2024	No change; Pre-final plans anticipated 10/2024 for a 3/2025 target letting.	3/22/2024
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		Pre-final plans submittal targeting 8/2024 and ROW certification targeting 12/2024 for a 7/2025 target letting.	6/18/2024	Pre-final plans submittal targeting 6/2024 and ROW certification targeting 12/2024 for a 7/2025 target letting.	3/28/2024

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

FFY 2025 continued

TIP ID	Project	Sponsor	Programmer	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Cost Increase Limitations	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
08-20-0022	Bicycle and Pedestrian Overpass over IL 83	Elmhurst	DuPage Countil	\$214,986	Local	\$133,014	\$348,000	62%	\$3,371,700	n/a	9/30/2025	CE	9/2025	\$0		Design approvalreceived 4/9/2024; Pre-finals anticipated 3/2025 for a 9/2025 letting.	6/26/2024	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
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		Phase 2 consultant selected 6/2024; Pre-final plans anticipated 4/2025 for a 9/2025 target letting.	6/21/2024	Pre-final plans anticipated 4/2025 for a 9/2025 target letting.	3/21/2024
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 closed 5/2024; consultant selection expected 12/2024.	6/17/2024	QBS expected to begin 4/2024, with consultant selected 12/2024.	3/25/2024

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		Pre-final plans anticipated 8/2024 for a 1/2025 target letting.	6/21/2024	Pre-final plans anticipated 6/2024 for a 1/2025 target letting.	3/21/2024
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	4/2025	\$0		QBS anticipated 7/2024 - 8/2024 with agreement approval anticipated 4/2025.	6/30/2024	QBS anticipated 4/2024 - 5/2024 with agreement approval anticipated 2/2025.	3/31/2024
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 11/2024; Pre-final plans anticipated 5/2025 for a 11/2025 target letting.	6/13/2024	Phase 2 kick-off anticipated 9/2024; Pre-final plans anticipated 5/2025 for a 11/2025 target letting.	3/29/2024
03-23-0036	Melas-Meadows Pedestrian Bridge	Mount Prospect	Northwest Council	\$2,033,824	Local, ITEP	\$4,310,086	\$6,343,910	32%	\$7,827,910	100%	9/30/2026	CON	11/2025	\$0		Phase 2 kick-off held 5/2024; Pre-final plans anticipated 4/2025 foran 11/2025 target letting.	6/24/2024	Phase 2 kick-off anticipated 4/2024; Pre-final plans anticipated 4/2025 foran 11/2025 target letting.	3/26/2024
07-21-0007	Ashland Ave Complet Streets Road Modernization (120th St to Thornton Rd)	Calumet Park	South Council	\$500,000	TDCH	\$100,000	\$500,000	100%	\$7,771,551	n/a	9/30/2026	ENG1	11/2025	\$0		No change; Phase 1 consultant selection anticipated 12/2024.	6/26/2024	Phase 1 consultant selection anticipated 12/2024.	3/15/2024
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 8/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	6/26/2024	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
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 8/2024. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	6/26/2024	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
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.	6/30/2024	No change; Pre-final plans anticipated 5/2025 for an 11/2025 target letting.	3/24/2002
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.	6/24/2024	Final PS&E anticipated 10/2027; ROW funding agreement anticipated 2/2026.	3/27/2024
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	11/2026	\$0		Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 5/2026 for 11/2026 target letting	6/24/2024	Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024

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	\$4,688,185	\$7,414,285	50%	\$9,499,041	100%	9/30/2027	CON	3/2025	\$0		No change; Pre-final plans anticipated 8/2024 and ROW certification anticipated 1/2025 for 3/2025 target letting.	6/27/2024	Pre-final plans anticipated 8/2024 and ROW certification anticipated 1/2025 for 3/2025 target letting.	3/20/2024
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.	6/14/2024	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
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 5/2026 for 11/2026 target letting	6/24/2024	Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024
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	6/2026	\$0		Final plans (by IDOT) targeting 7/2025 for a 6/2026 target letting.	6/30/2024	Final plans (by IDOT) targeting 11/2024 for an 11/2025 target letting.	4/3/2024
01-23-0007	18th Street Viaduct: Wentworth to East Side of Chicago River	CDOT	CDOT	\$20,000,000	Local, SOCC	\$7,816,000	\$27,816,000	72%	\$30,816,000	0%	9/30/2027	CON	10/2026	\$0		No change; PDR submitted 8/2023; Pre-final plans anticipated 9/2024 for a Q4 2026 target letting.	6/21/2024	PDR submitted 8/2023; Pre-final plans anticipated 9/2024 for a Q4 2026 target letting.	3/22/2024
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.	6/27/2024	Pre-final plans anticipated 8/2026 and ROW certification anticipated 11/2026 for 1/2027 target letting.	3/20/2024

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 9/2024; Pre-final plans anticipated 3/2026 for an 11/2026 target letting.	6/30/2024	Design Approval anticipated 6/2024; Pre-final plans anticipated 5/2026 for an 11/2026 target letting.	3/31/2024
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.	6/21/2024	PDR anticipated 1/2025; Final plans anticipated 12/2027 for a 5/2028 target letting.	3/26/2024

FFY 2024 - 2025 STP - Shared Fund Contingency Program Status Report: July 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.	6/21/2024	Pre-final plans targeting 9/2024 for a 2/2025 target letting.	3/26/2024
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 5/2026 for 11/2026 target letting	6/24/2024	Initial phase 2 kick-off held 6/12/13; Pre-final plans anticipated 8/2025 for 1/2026 target letting	3/22/2024
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	9/2024	Let in January 2024; Bids were rejected. To be re-let 9/20/2024	6/19/2024	Let in January 2024; Bids were rejected.	3/23/2024
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	9/2024	Final plans submitted 6/10/24 for the 9/20/2024 letting. Consideration of moving funding to active program will be held until construction is nearing completion.	6/14/2024	Pre-final plans submittal antiipated 4/2024 for an 11/2024 target letting.	3/7/2024
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	Prefinal plans anticipated 10/2025 for a 4/2026 letting	6/30/2024	No changes; Prefinal plans anticipated 8/2024 for a 4/2025 letting	3/31/2024
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	10/2024	Design approval received 1/2023; pre-final plans targeting 8/2025; ROW initiation expected 6/2024 for 11/2025 certification and 1/2026 letting.	6/14/2024	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
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.	6/14/2024	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
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	1/2026	QBS anticipated to begin 1/2025.	6/20/2024	QBS anticipated to begin 7/2024	3/22/2024
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	9/2024	Final plans submitted 6/10/2024; ROW certification anticipated 8/2024 for a 9/2024 letting. KKCOM awarded STP-L cost increase 4/2024.	6/14/2024	No change; Pre-final plans anticipated 4/2024 and ROW certification anticipated 6/2024 for an 8/2024 letting.	3/8/2024
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	No change; Pre-final plans anticipated 5/2026 for an 11/2026 letting.	6/28/2024	Pre-final plans anticipated 5/2026 for an 11/2026 letting.	3/26/2024
34	09-23-0004	09-16-0013	Wolfs Crossing Road and Douglas Road Intersection Improvements (Seg 3)	Kane/Kendall	Oswego	C/CE		\$4,584,000				\$3,660,000	\$4,584,000	\$11,392,613	11/2024	Submitted report needs to be reviewed with sponsor. Refer to prior status.	6/27/2024	DA rreceived 6/2020; Pre-final plans submittal and ROW certification planned 6/2024 for an 11/2024 target letting.	3/1/2024
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	2/2028	NEPA initiated 12/2023. Final design verification anticipated 5/2027/. Target 10/2027 constuction. Public meeting held 3/21/2024. FTA processing anticipated.	6/27/2024	NEPA initiated 12/2023. Target 10/2027 constuction. Public meeting held 3/21/2024. FTA processing anticipated.	3/29/2024
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	Design approval received 6/8/2024, pre-final plans expected 10/2025, and ROW clearance expected 3/2026.	6/11/2024	PDR submitted 2/13/24, DA expected 4/2024, pre-final plans expected 10/2025, and ROW clearance expected 3/2026.	3/1/2024
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	No change; Phase 2 kick-off held 3/8/2024; Pre-final plans anticipated 5/2025 for a 3/2027 letting.	6/18/2024	Phase 2 kick-off held 3/8/2024; Pre-final plans anticipated 5/2025 for a 3/2027 letting.	3/29/2024
44	10-23-0013	10-23-0044	Hazel Avenue Improvements	Lake	Deerfield	C/CE	\$5,559,643					\$5,617,392	\$5,559,643	\$10,676,712	11/2024	Pre-final plans submitted 5/31/2024; Final plans submittal expected 7/2024 for a 11/2024 target letting.	6/5/2024	Pre-final plans submittal expected 5/2024 for an 11/2025 target letting.	3/26/2024



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
Start of FFY24			
FFY24 Allotment	\$31,995,402	\$181,577,278	\$182,012,106
Carryover from FFY23 (expires 3/31/24)	\$39,947,672	\$60,215,081	n/a
Carryover from FFY23 (no expiration)	\$0	\$297,294	n/a
FFY24 Mark	\$71,943,074	\$242,089,653	\$182,012,106
Programmed (current year + extended)	\$71,943,074	\$232,502,960	n/a
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
Program adjustments throughout FFY24			
Planned use of redistribution	\$88,405,194	\$78,248,946	-\$166,654,140
Cost changes	\$0	\$1,256,342	n/a
Active Reprogramming	-\$19,947,672	-\$6,568,655	n/a
Moved out of FFY24 (including expired extensions)	-\$21,947,672	-\$138,599,209	n/a
Moved into FFY24	\$2,000,000	\$132,030,554	n/a
Revised program	\$51,995,402	\$227,190,647	n/a
Mark adjustments throughout FFY24			
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
Revised FFY24 mark	\$51,995,402	\$228,997,882	\$215,051,595
Revised unprogrammed	\$0	\$1,807,235	n/a
Transfers, Obligations & Extensions			
Obligated	\$20,000,000	\$78,213,453	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$591,172	n/a
Unobligated	\$31,995,402	\$148,977,194	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	\$1,807,235	n/a
End of FFY24			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$591,172	\$48,397,455
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$1,807,235	\$1,807,235

Projected: FFY 2025 - 2029 (including local programs approved in June 2024)

	STP-SF	All Councils	Redistribution
Start of FFY25			
FFY25 Allotment	\$32,581,114	\$186,210,089	\$0
Carryover from FFY24 (expires 3/31/25)	\$0	\$0	\$50,204,690
Carryover from FFY24 (no expiration)	\$0	\$591,172	n/a
FFY25 Mark	\$32,581,114	\$186,801,261	\$50,204,690
Programmed (current year + extended)	\$30,124,448	\$176,135,284	n/a
Unprogrammed (available for active reprog.)	\$2,456,666	\$10,665,977	n/a
End of FFY25			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$2,456,666	\$10,665,977	\$13,122,643



	STP-SF	All Councils	Redistribution
Start of FFY26			
FFY26 Allotment	\$31,843,901	\$180,448,772	\$0
Carryover from FFY25 (expires 3/31/26)	\$0	\$0	\$63,327,333
Carryover from FFY25 (no expiration)	\$0	\$0	n/a
FFY26 Mark	\$31,843,901	\$180,448,772	\$63,327,333
Programmed (current year + extended)	\$31,685,708	\$177,470,442	n/a
Unprogrammed (available for active reprog.)	\$158,193	\$2,978,330	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)	\$158,193	\$2,978,330	\$3,136,523

	STP-SF	All Councils	Redistribution
Start of FFY27			
FFY27 Allotment	\$32,353,403	\$183,335,953	\$0
Carryover from FFY26 (expires 3/31/27)	\$0	\$0	\$66,463,856
Carryover from FFY26 (no expiration)	\$0	\$0	n/a
FFY27 Mark	\$32,353,403	\$183,335,953	\$66,463,856
Programmed (current year + extended)	\$32,227,818	\$180,794,704	n/a
Unprogrammed (available for active reprog.)	\$125,585	\$2,541,249	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)	\$125,585	\$2,541,249	\$2,666,834

	STP-SF	All Councils	Redistribution
Start of FFY28			
FFY28 Allotment	\$32,871,058	\$186,269,327	\$0
Carryover from FFY27 (expires 3/31/28)	\$0	\$0	\$69,130,690
Carryover from FFY27 (no expiration)	\$0	\$0	n/a
FFY28 Mark	\$32,871,058	\$186,269,327	\$69,130,690
Programmed (current year + extended)	\$32,780,770	\$184,452,223	n/a
Unprogrammed (available for active reprog.)	\$90,288	\$1,817,104	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)	\$90,288	\$1,817,104	\$1,907,392

	STP-SF	All Councils	Redistribution
Start of FFY29			
FFY29 Allotment	\$33,396,995	\$189,249,638	\$0
Carryover from FFY28 (expires 3/31/29)	\$0	\$0	\$71,038,082
Carryover from FFY28 (no expiration)	\$0	\$0	n/a
FFY29 Mark	\$33,396,995	\$189,249,638	\$71,038,082
Programmed (current year + extended)	\$0	\$178,987,291	n/a
Unprogrammed (available for active reprog.)	\$33,396,995	\$10,262,347	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)	\$33,396,995	\$10,262,347	\$43,659,342



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.



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MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: July 9, 2024

Subject: Bus Speed Improvement Projects

Action Requested: Discussion

At the April 11, 2024 STP Project Selection Committee, staff led discussion of potential revisions to Shared Fund evaluation criteria. Staff noted that bus speed improvement has been the least funded project type, primarily because these projects have been funded through CMAQ programs. Staff asked the committee for feedback on eliminating the bus speed improvement type or modifying the category to make it more attractive.

Feedback from the committee included comments that:

- Transit funding is currently under discussion with the IL General Assembly;
- Leaving the current criteria for this cycle could allow for revisions to better reflect future transit landscape; and
- There is a lack of projects that are ready right now, but there are many under development.

Recent planning for buses has placed an emphasis on speed. The recently completed Plan of Action for Regional Transit (PART) highlights the importance of buses for residents with low incomes and those from communities of color. PART notes that bus speeds have fallen over the past 20 years, and a key recommendation is to “enable faster and more reliable bus service.” CTA also recently released their Better Streets for Buses plan and launched a Bus Vision project. In addition to the Pulse network, Pace is undertaking their ReVision Network Restructuring Project. Staff agree with the committee comments that removing the bus speed category would not be in line with planning activities of the region.

There are, however, modifications to the evaluation criteria that can be made, including the availability of new data sources. Sources such as Replica could give additional insight into bus ridership. Another tool that the RTA recently acquired, Remix, can quantify access impacts of transit changes for CMAP and the service boards. Replica was seen as adding additional complexity, without bringing significant new insight. Remix is promising, but it will take some time and support from the transit agencies to identify if it can be used for the Shared Fund.

With the significant planning underway, staff recommends that the bus speed improvement category be retained as is, for this funding cycle, but that the overall project type and methodology should be assessed again in future cycles.



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MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: July 11, 2024

Subject: Transit Station, Yard, or Terminal Improvements Projects

Action Requested: Discussion

Commuter rail yard and terminal improvements were added as an eligible project type for the STP Shared fund in the 2024-2028 program cycle. One project application was received and was not recommend for funding. Staff observed that the scoring for non-revenue trips eliminated was not capturing projects that were still gaining efficiencies in non-revenue trips from the proposed projects.

Non-revenue trips are scored under the improvement section. To score the improvement section of this project type, 75% of the improvement score goes to the cost weighted difference in TERM score, with the other 25% being an efficiency category, of which 2.5 points is for increased trainset storage capacity and 2.5 points for the reduction in non-revenue trips.

To score the non-revenue trips criteria, project applicants are asked for the number of weekly non-revenue trips made due to yard/terminal location. A percent decrease in non-revenue trips is calculated as a result of the project and scaled to 2.5 points.

The one rail yard and terminal improvement project application scored in the 2024-2028 cycle requested funding for a project that would move a rail yard closer to the end of its route. While the project moved closer to the end of the route, it still received a score of zero for the reduction in non-revenue trips since it did not fully eliminate any trips. Knowing that there is added efficiency in non-revenue distance being reduced, staff recommends modifying the scoring of non-revenue efficiencies from “trips” to “miles”. Additionally, to recognize the variation in length of commuter rail lines, the miles of non-revenue trips should be divided by the total length of the line to calculate a percentage reduction in non-revenue miles.



MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: July 11, 2024

Subject: STP Shared Fund Methodology – Transportation Impact: Jobs + Households

Action Requested: Discussion

The jobs + households (jobs + hh) score is a component of a project's Transportation Impact score, along with Need and Improvement. As stated in the Shared Fund Application Booklet, "The benefits of a transportation project often cross municipal and county borders and can provide significant improvements to people who are not located in the project's immediate vicinity. For each project, CMAP uses the regional travel model to generate a travel shed of the places people come from and go to using the facility. The score in this category is calculated by adding up the total number of jobs and households within each project's travel shed and converting the total to a score out of 10, indexed to the other submitted projects." This methodology leads to higher jobs + hh scores for transit projects that inherently have a larger "reach" than roadway or bike/ped projects and for projects within the region's most densely populated areas. While these results are not unexpected, concerns have been raised that there are projects that have scored very high in the need and/or improvement categories that are not able to rise to the level of funding consideration due to a perceived disparity in jobs + hh points.

In 2022, staff examined scoring from prior calls for projects as well as the characteristics of the counties and City of Chicago to inform project selection committee discussion regarding the jobs + hh score. As a result of this examination, staff recommended a slight adjustment to the methodology to acknowledge the proportion of households served by a project, relative to the total households within the project area, rather than just the raw number of households within the project's travel shed. This change could improve the equity of the scoring, while maintaining an appropriate spread of points across projects and would continue emphasizing projects that encourage transit use and discourage sprawl.

Past scoring

Staff reviewed the range and average jobs + hh scores by project location from the 2019, 2021, and 2023 calls for projects (CFPs). As shown in the table below, the average jobs + hh score among all applications is 4.9. The average in the collar counties is below the regional average, while the average in Chicago is well above the regional average. Although the collar counties'

averages are low, the maximum scores in some counties are competitive with the maximums in Chicago and Suburban Cook.

Project Location	# of apps	Maximum jobs + hh	Minimum jobs + hh	Max pts	Min pts	Ave pts
Cook	72	2,167,927	44,461	9	0.3	5.9
Transit (all councils)	8	2,167,927	61,748	9	0.4	6.6
Highways (all councils)	64	1,873,929	44,461	8.8	0.3	5.8
Chicago	21	4,469,926	753,552	9.9	4.6	8.5
CDOT	11	4,469,926	968,092	9.9	7.4	8.3
Transit	10	3,222,989	753,552	9.9	4.6	8.7
Collar Counties	90	2,102,412	17,617	8.9	0.1	3.4
Transit (all counties)	3	388,883	89,397	0	0	0.9
DuPage	2	388,883	89,397	1.6	0.1	0.9
McHenry	1	288,806	288,806	1.0	1.0	1.0
Highways (all counties)	87	2,102,412	17,617	8.9	0.1	3.7
DuPage	16	1,338,408	134,152	8.0	1.3	4.6
Kane	28	1,189,489	17,617	7.3	0.1	3.1
Kendall	4	1,211,030	329,853	7.4	2.0	4.5
Lake	17	838,203	32,598	6.9	0.6	3.2
McHenry	7	596,285	43,641	5.7	0.8	2.2
Will	15	2,102,412	151,685	8.9	0.4	4.5
All Applications	127	3,222,989	17,617	9.9	0.1	4.9

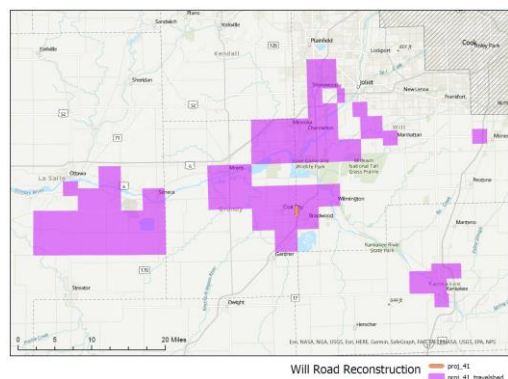
Households served

In the CMAP region in 2021, there were a total of 3,266,741 households. Considering the intention of the shared fund to direct funding to projects that are more regional in nature, staff compared the number of households served by individual projects from the 2021 call for projects cycle to the total number of households within the county where each project is located. On average projects in less dense counties may serve a significantly larger number of households than the total households within the county, and projects in more dense counties may serve a significantly smaller number of households than the total households within the county, as illustrated in the table below.

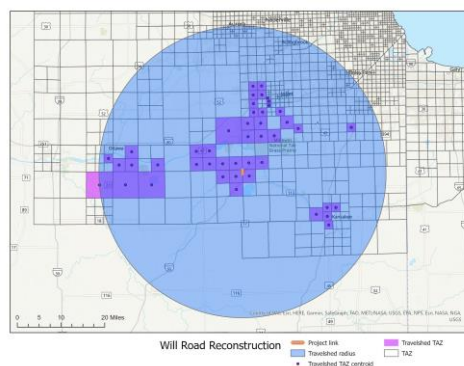
Area	Total hh within area	Average hh in project travel sheds	% of total hh in area
Chicago	1,142,725	391,102	34.2%
Suburban Cook	944,215	148,652	15.7%
DuPage	348,216	149,478	42.9%
Kane	180,374	141,468	78.4%
Kendall	45,534	143,546	315.3%
Lake	244,523	73,625	30.1%
McHenry	114,282	67,781	59.3%
Will	240,009	117,262	48.9%
All Projects	3,266,741	149,859	42.8%

Recognizing that counties are large and irregularly shaped and that the actual service reach of projects is more concentrated, staff proposed defining a “project area” based on the project’s modeled travel shed. This would be determined by measuring the distance from the center of the project to the centroid of farthest zone within the travel shed, then using that distance as a radius to define all zones that make up the project area, as illustrated below.

Project travel shed



Project area



Staff further proposed splitting the jobs + hh (sum) scoring into two equally weighted (5 points each) components: total jobs and proportion of households served. The total jobs component would be unchanged from past cycles, with the score calculated by adding up the total number of jobs within each project’s travel shed and converting the total to a score out of 5, indexed to the other submitted projects. The proportion of households served component would calculate the ratio of households within each project’s travel shed to the total households within the project area and convert that ratio to a score out of 5, indexed to the other submitted projects.

Conclusion and next steps

Some disparity in the jobs + households scoring does exist between Chicago, Suburban Cook, and the Collar Counties. While this disparity is partially by design – to direct funding to projects that encourage transit use, serve in a regional capacity, and discourage sprawl – a small change to the scoring methodology could result in a more equitable process that elevates projects within less dense areas that are more regional relative to more locally-oriented projects. Staff is reintroducing this research and recommendation from 2022 for STP Project Selection Committee consideration for the FFY 2026 – 2030 call for projects cycle.