



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, February 10, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/630377757>

You can also dial in using your phone.

United States: +1 (571) 317-3122

Access Code: 630-377-757

1.0 Call To Order

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

Approval of Minutes - October 28, 2021

[22-067](#)

ACTION REQUESTED: Approval

Attachments: [DRAFT minutes STP PSC 10282021](#)

4.0 Active Program Management Reports

4.01 Shared Fund Status Updates

[22-068](#)

PURPOSE & ACTION: Staff will review highlights from the attached status reports.

ACTION REQUESTED: Information

Attachments: [STP and CRRSAA Shared Fund Active Program Status Report - Feb 2022](#)
[STP Shared Fund Contingency Program Status Report - Feb 2022](#)

4.02 Regional Accounting Update

[22-069](#)

PURPOSE & ACTION: The attached reports summarize the status of available, programmed, and obligated STP and CRRSAA funds for the region, through January 31, 2022. This accounting is updated continuously and published at least quarterly. Staff will review highlights of the current status.

ACTION REQUESTED: Information

Attachments: [STP Regional Accounting Report Feb2022](#)
[CRRSAA Regional Accounting Report Feb2022](#)

5.0 STP Shared Fund Methodology

5.01 Eligible Project Types

[22-070](#)

PURPOSE & ACTION: Staff will present an overview of the project types currently eligible for funding and review suggested changes for committee discussion.

ACTION REQUESTED: Discussion

Attachments: [STPPSC Methodology Memo Project Types 02032022](#)

5.02 Scoring Criteria Review

[22-072](#)

PURPOSE & ACTION: Staff will lead a review of each existing scoring criterion to determine the level of discussion anticipated at upcoming meetings for each. Staff will also propose new criteria for the committee's consideration at future meetings and will solicit any additional ideas for discussion from the committee members.

ACTION REQUESTED: Discussion

Attachments: [STP PSC Methodology Memo Criteria Discussion Proposal 02032022](#)

6.0 Other Business

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

8.0 Next Meeting

The next meeting is scheduled for Thursday, April 14, 2022 at 9:30 a.m.

9.0 Adjournment



Chicago Metropolitan Agency for Planning

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Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) STP Project Selection Committee Meeting Minutes

October 28, 2021

Via GoToMeeting

Committee Members Present: Kama Dobbs, Chair - CMAP, Dan Burke – CDOT, President Alice Gallagher – Council of Mayors, Tony Greep – FTA, Heather Mullins – RTA, Kevin O'Malley - CDOT, Chad Riddle – IDOT, Mayor Leon Rockingham – Council of Mayors, Jeffrey Sriver – CDOT

Others Present: Lenny Cannata, Eric Czarnota, Grant Davis, Jon Paul Diipla, Jackie Forbes, Charlotte Frei, Michael Fricano, Jeremy Glover, Scott Hennings, Kendra Johnson, Mike Klemens, Heidi Lichtenberger, Brittany Matyas, Tara Orbon, Jada Porter, Ryan Peterson, Leslie Phemister, Joe Surdam, David Tomzik

Staff Present: Teri Dixon, Doug Ferguson, Elliott Lewis, Jason Navota, Mary Weber, Simone Weil

1.0 Call to Order

The meeting was called to order at 9:30 a.m. by Chair Dobbs. Mr. Lewis took a roll call of the committee members on the call.

2.0 Agenda Changes and Announcements

Chair Dobbs reminded members and other attendees of best practices for participating in a virtual format. She stated that as permitted in the Governor's Disaster Declaration of October 15, 2021, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call. There were no agenda changes.

3.0 Approval of Minutes – September 9, 2021

A motion was made by Mayor Rockingham, seconded by Kevin O'Malley, to approve the minutes of the September 9, 2021 meeting as presented. A roll call vote was conducted:

Dan Burke	Aye	Mayor Rockingham	Aye
Kama Dobbs	Aye	Kevin O'Malley	Aye
President Gallagher	Aye		

With all in favor, the motion carried.

4.0 Shared Fund Status Update

Mr. Lewis provided an overview of the project status reports as of the end of FFY 2021. All project phases still listed in FFY 2021 have been federally authorized and, although tracking will continue for these phases until they are financially closed out, will not be included in future reports. Three project phases were carried forward from FFY 2021 and are now listed under FFY 2022. Including these projects, eight project phases are targeting obligation in FFY 2022. Mr. Lewis noted that the program also includes the addition of project phases approved at the last meeting that are programmed in federal fiscal years 2025 and 2026. Additional information about these project phases will be added after their first quarterly status update cycle in December.

Finally, Mr. Lewis reminded the committee that with the completion of the call for projects cycle, the previous contingency program has expired. Staff is currently seeking confirmation from sponsors of all projects that are eligible to be included in the contingency program that they intend to keep actively moving towards implementation. The new contingency program, and the status of those project phases will be reported following the December quarterly status update cycle.

5.0 Regional Accounting Update

An updated regional accounting summary through the end of FFY 2021 was included in the meeting materials. Mr. Lewis stated that, as shown, over \$148 million was obligated in FFY 2021 between the shared fund and local programs. This is 67% of the funds available for the year. Additionally, slightly more than \$72 million was carried forward into FFY 2022 - \$14.8 million in the shared fund and \$57.4 million in the local programs. \$6.7 million was not carried forward and is available for redistribution. Mr. Lewis reminded the committee that the redistribution funds are available to the entire region, including the shared fund, to be used on a "first ready, first funded" basis and may be requested once a council, CDOT, or this body has obligated 100% of their funding for the year.

In the current FFY, \$252 million is available for obligation. Currently more than 90% of that funding is programmed. As a reminder, programs are currently being updated as councils and this body identify projects to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. As a result, staff expects to see quite a bit of active reprogramming reflected in the accounting summary over the next

few months. An accounting summary for the CRRSAA funding will be provided at the next meeting.

6.0 **Proposed CRRSAA Funding Allocations**

Chair Dobbs stated that, as noted at the last meeting, about \$5.3 million of the \$42 million in CRRSAA funds was allocated to the committee for programming on existing Shared Fund Active or Contingency projects. Staff identified three projects from the contingency program that best meet the goals for the use of CRRSAA funds to address safety, equity, and innovation and that can obligate funding by the FFY 2022 deadline of September 30. Chair Dobbs reviewed the three projects, which are: Indian Trail Rd reconstruction in Aurora, Wolf's Crossing and Harvey Rd in Oswego, and Dauberman Rd. in Kane County. As noted in the memo, all three projects have secured a combination of other federal and local fund sources. At this time, staff is requesting committee approval to allocate the CRRSAA funding to these projects.

Mr. Carrier inquired about how a project's ranking affected its ability to utilize CRRSAA funding. Chair Dobbs explained that the decision process emphasized projects that were both highly ranked and meet the goals of safety, equity, and innovation. President Gallagher commented that all the projects are located far west and asked whether there was a regional perspective in the decision-making process. Chair Dobbs explained that staff was limited by projects ready to utilize the funds in FFY 22, which did result in an unintended clustering of projects being funded.

A motion was made by Mayor Rockingham and seconded by President Gallagher to approve staff's recommendation for the allocation \$5.3 million in CRRSAA funds. A roll call vote was conducted:

Dan Burke	Aye	Mayor Rockingham	Aye
Kama Dobbs	Aye	Jeffrey Sriver	Aye
President Gallagher	Aye	Kevin O'Malley	Aye

7.0 **STP Shared Fund Methodology Discussion Outline**

As the FFY 2022 – 2026 call for projects cycle has concluded, it is time to begin thinking about changes that the committee would like to consider making to the methodology for the next cycle.

Chair Dobbs shared staff's suggestions, which include discussing the phase 1 "substantially complete" definition to recognize the use of the federal Planning and Environmental Linkages (PEL) process and eligible project types. Staff also suggested that the committee may also want to consider including ADA transition planning and climate mitigation and resiliency into the scoring criteria. During this process, staff will also be proposing clarifying changes to the Active Program Management policies to

address questions received since its implementation.

8.0 Proposed 2022 Meetings

Chair Dobbs reviewed the proposed meeting dates for 2022 included in the agenda. These dates coincide with the CMAQ Project Selection Committee dates, which are set by working backwards from the CMAP Transportation Committee (TC) dates to facilitate timely TIP changes based on committee actions. The TC dates will be finalized in early November. At this time, staff asks that the committee hold these tentative dates. Once finalized, calendar invites for the year will be sent out.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment.


11.0 Next Meeting

Chair Dobbs announced that the next meeting will be held on Thursday, February 10, 2022 at 9:30 am. Staff is closely monitoring actions in Springfield to ensure that the format of that next meeting complies with the Open Meetings Act.

12.0 Adjournment

There being no other business, Chair Dobbs adjourned the meeting at 9:56 a.m.

Respectfully submitted,


Mary Weber

FFY 2022 - 2026 STP - Shared Fund Active Program Status Report: February 2022

FFY 2022

TIP ID	Project	Sponsor	Programmer	Fund Source	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	STP-SF	\$8,480,000	State	\$2,121,000	\$10,601,000	80%	\$73,465,590	12/31/2021	ROW	N/A - Auth (11/23/2021)	\$8,480,000	\$0	Authorized as an amendment to an FFY2017 obligation; ROW certification expected 11/2022.	12/10/2021	Auth is pending as an amendment to an FFY2017 obligation pending internal IDOT coordination between the Bureau of Land Acq and Bureau of Local Roads and Streets; ROW certification expected 11/2022.	8/18/2021
01-12-0012	Canal Street Viaducts - Adams to Madison stage	CDOT	CDOT	STP-SF	\$16,000,000	SOCC, Rebuild Illinois, STP-L	\$7,000,000	\$29,850,000	80%	\$34,055,500	3/18/2022	CON/CE	4/2022 (Auth 3/2022)	\$0		Final plans and specs submitted 11/30/21; target letting 4/2022	12/22/2021	Extended from FFY 2021; Final plans and specs submittal expected 1/2022; target letting 4/2022	10/13/2021
07-19-0017	University Park Metra Reconstruction	University Park	South Council	STP-SF	\$2,500,000	TDCH	\$500,000	\$2,500,000	100%	\$34,900,000	9/30/2022	ENG1	3/2022	\$0		No change. Phase 1 PPI form submitted to IDOT 9/17/21	1/14/2022	Phase 1 PPI form submitted to IDOT 9/17/2021	9/30/2021
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	STP-SF	\$0	Local	\$6,900	\$6,900	70%	\$6,980,173	3/31/2022	ROW	N/A - withdrawn	N/A - withdrawn		Extended from FFY 2021; Withdrawn by sponsor 1/7/2022	1/7/2022	Extended from FFY 2021; No change; ROW initiation expected 3/2022; certification expected 7/2022	9/28/2021
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	STP-SF	\$9,800,000	Local/ICC	\$20,174,000	\$29,974,000	38%	\$33,839,840	9/30/2022	CON	6/2022 (Auth 5/2022)	\$0		Pre-final plans targeting Jan 2022; final plans targeting Mar 2022	12/7/2021	Now targeting June 2022 letting; Total cost and local participation increased.	8/16/2021
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	CTA	STP-SF	\$13,930,000	Local	\$3,693,666	\$17,623,666	80%	\$25,541,166	9/30/2022	CON	9/2022	\$0		Final design verification expected 10/2022; FTA grant approval anticipated 9/1/2022.	1/19/2022	No change; Final design verification expected 12/2021; Target FTA Grant approval 8/2022	9/8/2021
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	STP-SF	\$1,527,050	Local	\$654,450	\$2,181,500	30%	\$6,980,173	9/30/2022	CON/CE	11/2022 (Auth 9/2022)	\$0		No change; pre-final plan submittal estimated for 6/2022. Target letting 11/2022.	12/22/2021	No change; pre-final plan submittal estimated for 6/2022. Target letting 11/2022.	9/28/2021
07-94-0027	Joe Orr Rd Extension	Cook DOTH	South Council	STP-SF	\$2,500,000	Local	\$10,879,808	\$13,379,808	20%	\$13,379,808	9/30/2022	CON	11/2022 (Auth 9/2022)	\$0		Pre-final plans submittal estimated for 1/2022; target letting 11/2022	12/15/2021	Pre-final plans submittal estimated for 1/2022; target letting 11/2022	9/20/2021

Requests for cost increases

TIP ID	Project	Sponsor	Programmer	Fund Source	Additional STP-SF Requested	Match Source(s)	Additional Match Amount	Phase Total	Max % STP-SF	Project Total	Date of Request	Phase	Target Let / Auth.	Prior Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Reason for Request
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	STP-SF	\$2,800,000	Local/ICC	\$700,000	\$29,974,000	38%	\$33,839,840	10/13/2022	CON	6/2022 (Auth 5/2022)	\$0		Pre-final plans targeting Jan 2022; final plans targeting Mar 2022	12/7/2021	Request submitted during the FFY 2022 - 2026 call for projects.
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	Northwest Council	STP-SF	\$28,000	Local	\$7,000	\$134,899	80%	\$4,887,000	11/3/2021	ENG2	Supp	\$79,919		Funds obligated in FFY 2020 for this phase remain in AC status; Project was let for construction on 11/5/2021.	11/5/2021	Additional engineering needed due to right of way delays and significant design revisions to accommodate both IDOT and CCDOTH staging requirements
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	Kane/Kendall Council	STP-SF	\$34,879	Local	\$14,949	\$49,828	70%	\$6,980,173	1/6/2022	ENG2	Supp	\$243,600		No change; pre-final plan submittal estimated for 6/2022.	12/15/2021	Reason not provided. Staff has requested additional information

FFY 2023

TIP ID	Project	Sponsor	Programmer	Fund Source	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	Northwest Council	STP-SF	\$37,947,672	Private, Local, State	\$9,516,918	\$47,464,590	80%	\$73,465,590	9/30/2023	CON/CE	1/2023 Auth 11/2022	\$0		Pre-final plans still planned for 5/2022, ROW certification planned for 11/2022. Target letting still 1/2023.	12/10/2021	No change; Pre-final plans still planned for 5/2022, target letting still 1/2023.	9/29/2021
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Cook DOTH	Cook DOTH	STP-SF	\$2,000,000	TDCH	\$400,000	\$2,000,000	100%	\$59,000,000	9/30/2023	ENG1	4/2023	\$0		Sponsor change from Dolton to CCDOTH; Phase 1 QBS ad planned for 1/2023 and consultant selection 4/2023.	12/27/2021	No change; Phase 1 QBS ad planned for 1/2023 and consultant selection 4/2023.	9/28/2021

FFY 2024

TIP ID	Project	Sponsor	Programmer	Fund Source	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	STP-SF	\$39,200,000	SOCC	\$9,800,000	\$49,000,000	80%	\$52,000,000	9/30/2024	CON/CE	6/2022 (Auth 5/2022)	\$0		No change. Pre-final plans expected to be submitted 1/2022; now targeting June 2022 letting.	12/3/2021	Pre-final plans expected to be submitted 1/2022; now targeting June 2022 letting.	10/13/2021

FFY 2025

TIP ID	Project	Sponsor	Programmer	Fund Source	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Authorization Deadline	Phase	Target Let / Auth.	STP-SF Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
01-98-0072	Milwaukee Avenue from Gale St to Jefferson St (Logan to Armitage stage)	CDOT	CDOT	STP-SF	\$9,440,000	Local	\$3,110,000	\$12,550,000	75%	\$77,853,727	9/30/2025	CON	10/2024	\$0		Phase 2 consultant selection anticipated 8/2022	12/23/2021	N/A - New project	N/A
05-16-0001	16th Street Traffic Improvements	Berwyn	Central Council	STP-SF	\$2,197,468	Local, STP-L	\$2,935,617	\$5,133,085	43%	\$6,200,510	9/30/2025	CON	3/2025	\$0		Phase 1 DA anticipated 1/2022; Pre-final plans targeting 9/2022 for a 3/2025 letting	12/31/2021	N/A - New project	N/A
07-21-0008	Dixie Highway Corridor Improvement Project: 138th St to 159th St	Harvey	South Council	STP-SF	\$1,432,466	TDCH	\$286,493	\$1,432,466	100%	\$36,398,141	9/30/2025	ENG1	11/2024	\$0		Phase 1 QBS anticipated to begin 10/2023	1/14/2022	N/A - New project	N/A
01-98-0068	Grand Avenue from Fullerton to Des Plaines (Ogden to Jefferson Road Reconstruction stage)	CDOT	CDOT	STP-SF	\$9,896,891	Local	\$3,303,109	\$13,200,000	75%	\$60,487,635	9/30/2025	CON	10/2024	\$0		Phase 2 kick-off anticipated 1/2022	12/23/2021	N/A - New project	N/A

FFY 2022 - 2026 STP - Shared Fund Active Program Status Report: February 2022

FFY 2026

TIP ID	Project	Sponsor	Programmer	Fund Source	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	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	STP-SF	\$17,600,000	STP-L, Local	\$16,900,000	\$34,500,000	51%	\$37,989,115	9/30/2026	CON	10/2025	\$0		Phase 2 Kick-off anticipated 6/2022	12/3/2021	N/A - New project	N/A
07-21-0007	Ashland Ave Complet Streets Road Modernization (120th St to Thornton Rd)	Calumet Park	South Council	STP-SF	\$500,000	TDCH	\$100,000	\$500,000	100%	\$7,771,551	9/30/2026	ENG1	11/2024	\$0		Phase 1 consultant QBS anticipated to begin 1/2022.	12/8/2021	N/A - New project	N/A
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	STP-SF	\$3,280,570	Local, STP-L, Econ Dev	\$5,819,430	\$9,100,000	36%	\$11,815,000	9/30/2026	CON	11/2025 (Auth 9/2025)	\$0		Phase 2 consultant selected; kick-off anticipated 5/2022. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	12/18/2021	N/A - New project	N/A
06-16-0007	131st Street from Pulaski Road to Kedzie Avenue	Alsip	Southwest Council	STP-SF	\$825,000	Local, STP-L, Econ Dev	\$540,000	\$1,365,000	60%	\$11,815,000	9/30/2026	CE	11/2025 (Auth 9/2025)	\$0		Phase 2 consultant selected; kick-off anticipated 5/2022. Pre-final plans anticipated 6/2025 and ROW certification anticipated 9/2025 for an 11/2025 target letting.	12/18/2021	N/A - New project	N/A
08-20-0022	Bicycle and Pedestrian Overpass over IL 83	Elmhurst	DuPage Countil	STP-SF	\$278,400	Local	\$69,600	\$348,000	80%	\$3,371,700	9/30/2026	CE	11/2024 (Auth 9/2024)	\$0		Public meeting held 9/13/21; Fed coordination 11/16/21; DA anticipated 2/2022; Pre-finals anticipated 6/2024; Target 11/2024 letting. Requested reprogramming in FFY2025 to align with STP-L funded CON phase. Request will be held until funds become available in that year.	12/22/2021	Requested reprogramming in FFY2025 to align with STP-L funded CON phase. Request will be held until funds become available in that year.	11/30/2021
03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Streamwood	Northwest Council	STP-SF	\$482,855	Local, TAP-L, ITEP	\$4,997,145	\$5,480,000	9%	\$6,330,000	9/30/2026	CON/CE	3/1/2024 (Auth 1/2024)	\$0		Phase 1 DA expected 3/2022; Pre-final plans submittal anticipated 7/2023 for a 3/2024 target letting.	12/10/2021	N/A - New project	N/A

FFY 2022 CRRSAA Shared Fund Active Program Status Report: February 2022

FFY 2022

TIP ID	Project	Sponsor	Programmer	Fund Source	CRRSAA Programmed	Match Source(s)	Match Amount	Phase Total	Max % CRRSAA	Project Total	Authorization Deadline	Phase	Target Let / Auth.	CRRSAA Obligated Amount	Obligation Remainder	Current Status	Current Status Date	Prior Status	Prior Status Date
09-20-0002	Indian Trail Rd Reconstruction from Mitchell Rd to Church Rd	Aurora	Kane/Kendall Council	CRRSAA-SF	\$2,977,419	Local, STP-L, HSIP	\$6,334,774	\$9,312,193	32%	\$8,319,074	9/30/2022	CON/CE	8/2022 (Auth 6/2022)	\$0		Pre-fnial plans submittal anticipated 2/2022 and ROW certification anticipated 6/2022 for an 8/2022 target letting.	12/23/2021	N/A - New Award	N/A
09-16-0013	Wolfs Crossing and Harvey Road Intersection Improvement	Oswego	Kane/Kendall Council	CRRSAA-SF	\$853,509	Local, STP-L, ITEP, CRRSAA-L	\$7,844,491	\$8,698,000	10%	\$55,396,279	9/30/2022	CON/CE	11/2022 (Auth 9/2022)	\$0		Phase 2 in-progress; pre-final plans submittal and ROW certification planned for 7/2022. Targeting 11/2022 letting. Based on 60% plans, an additional \$2,150,882 federal (\$2,688,603 total) is requested.	12/27/2021	N/A - New Award	N/A
09-99-0101	Dauberman Rd Extension from US 30 to Granart Td (Granart/Dauberman/BNSF Railroad)	Kane Co DOT	Kane/Kendall Council	CRRSAA-SF	\$1,500,000	Local, Grade Xing Protection Fund, STP-L, STP-C, TAP-L	\$19,643,009	\$21,143,009	7%	\$26,960,324	9/30/2022	CON	9/2022 (Auth 8/2022)	\$0		Pre-final plans submittal anticipated 4/2022 and ROW certification anticipated 6/2022 for a 9/2022 target letting.	12/23/2021	N/A - New Award	N/A

FFY 2022 - 2023 STP - Shared Fund Contingency Program Status Report: February 2022

PROJECT INFORMATION							REQUESTED FUNDING								TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2022	2023	2024	2025	2026	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
8	17-21-0002		South Halsted Bus Corridor Enhancement Project	Pace	Pace	CON			\$16,952,500	\$6,384,000		n/a	\$23,336,500		5/2023	Final design verificaation anticipated 10/2023; Target 4/2023 construction contractor selection	1/6/2022	N/A - Added to contingency list on 10/13/21	N/A
						ENG			\$2,112,000			n/a	\$2,112,000		1/2023	NEPA process expected to be complete 5/2022	1/6/2022	N/A - Added to contingency list on 10/13/21	N/A
						IMP				\$6,120,000		n/a	\$6,120,000		5/2023	Final design verificaation anticipated 10/2023; Target 4/2023 construction contractor selection	1/6/2022	N/A - Added to contingency list on 10/13/21	N/A
9	04-21-0007	04-10-0025	Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Central	Maywood	CON		\$1,001,600				n/a	\$1,001,600		10/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 2/2022; target letting 11/2022	12/31/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE		\$384,000				n/a	\$384,000		10/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 2/2022; target letting 11/2022	12/31/2021	N/A - Added to contingency list on 10/13/21	N/A
11	07-21-0004		Dolton Road/State Street - Road Improvements: State Line Road to I-94	South	Calumet City	CON				\$10,346,000		n/a	\$10,346,000		4/2026	Phase 1 Design Approval anticipated 4/2022; waiting on wetlands, bio, and special waste	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE				\$725,000		n/a	\$725,000		4/2026	Phase 1 Design Approval anticipated 4/2022; waiting on wetlands, bio, and special waste	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
14	09-21-0010	09-20-0110	Kautz Road Reconstruction & Widening	Kane/Kendall	Geneva	CON	\$1,280,370					\$640,000	\$1,280,370		3/2022	Target 4/29/22 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	12/31/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE	\$592,080					\$296,000	\$592,080		3/2022	Target 4/29/22 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	12/31/2021	N/A - Added to contingency list on 10/13/21	N/A
15	02-21-0001	02-20-0015	Happ Road from Winnetka Road to Willow Road and Happ Road/Orchard Lane Intersection Roundabout	North Shore	Northfield	CON			\$3,367,000			\$2,000,000	\$3,367,000		12/2023	Phase 2 consulatnt selected and agreements submitted 12/3/21; Pre-final plans submittal anticipated 7/2022 for a 12/2023 target letting	12/6/2021	N/A - Added to contingency list on 10/13/21	N/A
16	18-21-0028		Olympia Fields Station Rehabilitation	Metra	Metra	IMP				\$3,960,000	\$4,840,000	\$1,660,000	\$8,800,000		8/2023	NEPA completion anticipated 4/2023; Final design verification anticipated 1/2024; Target 6/2024 construction notice to proceed.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
18	09-21-0012	09-20-0089	Dundee Avenue Reconstruction	Kane/Kendall	Elgin	CON			\$2,500,000			n/a	\$2,500,000		10/2023	Phase 1 Design Approval anticipated 2/2022; Phase 2 consultant selected and kick-off anticipated 3/2022; pre-final plans anticipated 5/2023 and ROW certification anticipated 9/2023 for 11/2023 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
20	08-21-0012	08-00-0009 (IDOT)	Illinois Route 53 from South of Illinois Route 56 (Butterfield Road) to Park Boulevard	DuPage	DuPage Co DOT	CON				\$13,647,200		n/a	\$13,647,200		5/2023	Pre-final plnas submitted 11/2021; Final plans anticipated 3/2023; ROW initiation anticipated 1/2022; Target 6/2023 letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE				\$1,637,600		n/a	\$1,637,600		5/2023	Pre-final plnas submitted 11/2021; Final plans anticipated 3/2023; ROW initiation anticipated 1/2022; Target 6/2023 letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
21	07-21-0015		Sauk Trail Sidewalk and Sidepath Gaps	South	Richardson Park	ENG1				\$2,000,000		n/a	\$2,000,000			Sponsor did not respond to mulitple requests for a contingeny program confirmation form, therefore project has been removed from contingency program.			

FFY 2022 - 2023 STP - Shared Fund Contingency Program Status Report: February 2022

PROJECT INFORMATION							REQUESTED FUNDING								TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2022	2023	2024	2025	2026	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
22	16-21-0003		Irving Park All Stations Accessibility Program (ASAP) Design	CTA	CTA	ENG	\$3,768,218					n/a	\$3,768,218		8/2022	Environmental planning (pre-engineer) to begin 4/2022. Taget is 8/2022 to hire enigneering and design consultant.	12/7/2021	N/A - Added to contingency list on 10/13/21	N/A
24	08-21-0011	08-15-0036	Illinois Route 56 (Illinois Route 53 to Interstate 355)	DuPage	DuPage Co DOT	CON				\$19,885,600		n/a	\$19,885,600		5/2022	Pre-final plans submitted 7/20/21; final plans anticipated 3/2022; ROW certification anticipated 6/2022; Target 6/17/2022 letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE				\$2,386,400		n/a	\$2,386,400		5/2022	Pre-final plans submitted 7/20/21; final plans anticipated 3/2022; ROW certification anticipated 6/2022; Target 6/17/2022 letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
25	04-21-0008	04-18-0006	Armitage Avenue Reconstruction, Mannheim Road to 25th Avenue	North Central	Melrose Park	CON		\$5,800,000				n/a	\$5,800,000		9/2023 (Auth 8/2023)	Final DA anticipated 3/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	12/31/2021	Pre-final plans submittal 3/2023; target letting 9/2023	6/30/2021
						CE		\$580,000				n/a	\$580,000		9/2023 (Auth 8/2023)	Final DA anticipated 3/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	12/31/2021	Pre-final plans submittal 3/2023; target letting 9/2023	6/30/2021
26	09-21-0007		Randall Rd at Hopps Rd	Kane/Kendall	Kane Co DOT	CON				\$16,037,985		\$2,000,000	\$16,037,985		12/2023	Phase 1 PDR submitted 3/3/21, with DA anticipated 4/2022; Project is targeting a 1/2024 letting	12/30/2021	N/A - Added to contingency list on 10/13/21	N/A
27	07-21-0012		Steger Road from Halsted Street to Union Avenue	South	Steger	ENG1				\$392,000		n/a	\$392,000		12/2024	Phase 1 QBS planned for 2/2024	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
28	10-21-0010		Cedar Lake Realignment	Lake	Lake Co DOT	CON			\$16,611,200			\$5,000,000	\$16,611,200		n/a	Sponsor declined being carried on contingency program			
						CE			\$1,661,200			\$1	\$1,661,200			Sponsor declined being carried on contingency program			
29	10-21-0008	10-22-0004	Argonne Drive Reconstruction	Lake	North Chicago	ENG2		\$1,168,000				n/a	\$1,168,000		8/2022	Phase 1 DA anticipated 4/2022; Target 8/2022 for Phase 2 QBS	12/17/2021	N/A - Added to contingency list on 10/13/21	N/A
						ROW		\$76,800				n/a	\$76,800		8/2023	Anticipate initiation 8/2023	12/17/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON				\$12,935,200		n/a	\$12,935,200		12/2024	Target 1/2025 letting	12/17/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE				\$1,552,000		n/a	\$1,552,000		12/2024	Target 1/2025 letting	12/17/2021	N/A - Added to contingency list on 10/13/21	N/A
30	07-21-0009		150th St Complete Street Project: Dixie Hwy to Halsted St	South	Harvey	ENG1				\$952,219		n/a	\$952,219		11/2024	Phase 1 QBS targeting 10/2023 advertisement.	1/14/2022	N/A - Added to contingency list on 10/13/21	N/A
31	09-21-0004		Randall Rd at Big Timber Rd	Kane/Kendall	Kane Co DOT	CON				\$2,946,756		\$1,500,000	\$2,946,756		8/2023	PDR submitted 9/30/21; DA anticipated 2/2022; Project targeting 9/2023 letting	12/30/2021	N/A - Added to contingency list on 10/13/21	N/A
33	06-21-0005	06-00-0042	143rd Street from West Avenue to Southwest Highway	Southwest	Orland Park	ROW	\$1,033,610					n/a	\$1,033,610		4/2023	Agreement approval antiipated 4/2023	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON		\$7,992,380				n/a	\$7,992,380		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE		\$799,240				n/a	\$799,240		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
35	11-21-0014		Randall Road from Alexandra Blvd to Acorn Ln	McHenry	McHenry Co DOT	CON			\$19,848,869			\$1	\$19,848,869		10/2023	No change; Phase 2 QBS consultant selected, but phase not started	12/8/2021	No change; Phase 2 QBS consultant selected, but phase not started	9/27/2021
36	09-21-0009	09-20-0056	US Route 20 and Reinking Road Roundabout	Kane/Kendall	Elgin	ROW	\$20,000					n/a	\$20,000		9/2022	ROW initiation (fed funds) anticipated 9/2022	12/15/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON		\$1,044,592				n/a	\$1,044,592		1/2023	Phase 2 kick-off planned 2/2022, pre-fnial plans submittal anticipated 9/2022 and ROW certification anticipated 1/2023 for a 3/2023 target letting	12/15/2021	N/A - Added to contingency list on 10/13/21	N/A

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PROJECT INFORMATION							REQUESTED FUNDING								TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2022	2023	2024	2025	2026	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
						CE		\$99,789				n/a	\$99,789		1/2023	Phase 2 kick-off planned 2/2022, pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 1/2023 for a 3/2023 target letting	12/15/2021	N/A - Added to contingency list on 10/13/21	N/A
37	12-21-0023		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	Will	Will Co DOT	CON					\$12,600,000	\$5,000,000	\$12,600,000		11/2025	Phase 2 kick-off scheduled 1/2022; Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024	1/10/2022	No change; Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024	6/18/2021
38	03-21-0008	03-19-0006	National Parkway from American Ln to Higgins Rd	Northwest	Schaumburg	CON			\$5,522,182			n/a	\$5,522,182		9/2022	Pre-final plans submittal anticipated 6/2022 and ROW certification anticipated 8/2022 for a 9/2022 target letting. Note: A portion of the project (American to Woodfield) was completed with Rebuild IL funds, therefore cost estimate has been reduced.	1/7/2022	N/A - Added to contingency list on 10/13/21	N/A
						CE			\$757,352			n/a	\$757,352		9/2022	Pre-final plans submittal anticipated 6/2022 and ROW certification anticipated 8/2022 for a 9/2022 target letting. Note: A portion of the project (American to Woodfield) was completed with Rebuild IL funds, therefore cost estimate has been reduced.	1/7/2022	N/A - Added to contingency list on 10/13/21	N/A
39	08-21-0006		North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	DuPage	Naperville	CON	\$2,800,000					\$500,000	\$2,800,000			Pre-final plans targeting Jan 2022; final plans targeting Mar 2022. Note this contingency project was a request for additional funds for active project 08-06-0028.	12/7/2021	Now targeting June 2022 letting; Total cost and local participation increased.	8/16/2021
40	06-21-0003	06-00-0042	143rd Street from Wolf Road to Southwest Highway	Southwest	Orland Park	ROW	\$2,400,000					n/a	\$2,400,000		4/2023	Agreement approval antiipated 4/2023	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON			\$38,011,980			n/a	\$38,011,980		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE			\$3,801,200			n/a	\$3,801,200		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
41	12-21-0022	12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Will	Plainfield	CON	\$2,171,615					\$1	\$2,171,615		N/A - Auth	Target 4/2022 letting	12/15/2021	Authorized; Moved into FFY21 to facilitate the use and early federal authorization of INFRA funds awarded to the project by US DOT	9/20/2021
						CE	\$816,000					\$1	\$816,000		N/A - Auth	Target 4/2022 letting	12/15/2021	Authorized; Moved into FFY21 to facilitate the use and early federal authorization of INFRA funds awarded to the project by US DOT	9/20/2021
42	06-21-0002	06-03-0005	143rd Street from Will-Cook Road to Wolf Road	Southwest	Orland Park	ROW	\$181,735					n/a	\$181,735		11/2022	Target is the reported completion date. No date provided for submittal of fed funded agreements	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON		\$8,790,685				n/a	\$8,790,685		3/2024	Currently responding to comments on pre-final plans submitted in 2015. Target 9/2023 for final plans submittal for 3/2024 target letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A

FFY 2022 - 2023 STP - Shared Fund Contingency Program Status Report: February 2022

PROJECT INFORMATION							REQUESTED FUNDING								TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2022	2023	2024	2025	2026	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
						CE		\$879,070				n/a	\$879,070		3/2024	Currently responding to comments on pre-final plans submitted in 2015. Target 9/2023 for final plans submittal for 3/2024 target letting	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
43	12-21-0025	12-10-0008	143rd Street from State Street/Lemont Road to Bell Road (State St to Crème Rd)	Will	Will Co DOT	CON (Stage 1)				\$6,000,000		\$4,000,000	\$6,000,000		3/2024	Phase 2 underway; ROW initiation expected 3/2022	1/10/2022	N/A - Added to contingency list on 10/13/21	N/A
			143rd Street from State Street/Lemont Road to Bell Road (Crème Rd to Bell Rd)			CON (Stage 2)					\$8,000,000	\$4,000,000	\$8,000,000		3/2026	Phase 2 underway; ROW initiation expected 4/2022	1/10/2022	N/A - Added to contingency list on 10/13/21	N/A
44	09-21-0006		Randall Rd at IL 72	Kane/Kendall	Kane Co DOT	CON				\$4,273,668		\$1,500,000	\$4,273,668		12/2023	Public meeting held 10/14/21; Draft PDR submitted 3/5/21; DA anticipated 3/2022; Target letting 1/2024	12/30/2021	N/A - Added to contingency list on 10/13/21	N/A
45	12-21-0016	12-20-0023	Will Road Reconstruction	Will	Diamond	ENG2	\$326,000					n/a	\$326,000		1/2022	Consultant selection anticipated 1/2022	12/4/2021	Funded in Will Council STP-L program in FFY 2024; Included in staff recommended FFY 2022-2026 contingency program	6/2/2021
						CON		\$5,532,790				n/a	\$5,532,790		6/2023	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 6/2023 target letting	12/4/2021	Target letting March 2023; Included in staff recommended FFY 2022-2026 contingency program	6/2/2021
						CE		\$553,279				n/a	\$553,279		6/2023	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 6/2023 target letting	12/4/2021	Target letting March 2023; Included in staff recommended FFY 2022-2026 contingency program	6/2/2021
47	10-21-0006		Deerfield Road from Milwaukee Avenue to Saunders Road	Lake	Lake Co DOT	CON		\$21,460				n/a	\$21,460		n/a	Sponsor declined being carried on contingency program			
						CE		\$1,607,494				n/a	\$1,607,494		n/a	Sponsor declined being carried on contingency program			
48	03-21-0005	03-20-0049	Bernard Drive Reconstruction from Arlington Heights Road to Buffalo Grove Road	Northwest	Buffalo Grove	ENG2	\$101,167					n/a	\$101,167		N/A - Auth 7/2021 (STP-L)	Funded with STP-L; Kick-off held 9/2021. Pre-final plans submittal targeting 12/2021.	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
						ROW	\$46,258					n/a	\$46,258		Proceeding with local funding	Cost updated per TIP records; Certification target 11/2024 based on target constuction letting.	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON				\$6,366,325		\$4,790,455	\$6,366,325		12/2024	Phase 2 engineering underway; Target 1/2025 letting	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE				\$614,045		\$397,022	\$614,045		12/2024	Phase 2 engineering underway; Target 1/2025 letting	12/1/2021	N/A - Added to contingency list on 10/13/21	N/A
49	16-21-0001		Harlem Station Bus Bridge Reconstruction	CTA	CTA	ENG		\$2,112,217				n/a	\$2,112,217		N/A - Auth	This is a cost increase to funds obligated in FFY 2021	12/7/2021	No change; final design and verificaiton expected 4/2022	9/8/2021
						CON			\$23,072,997			n/a	\$23,072,997		9/2022	Target 9/2022 FTA grant approval if federal funds programmed. CTA will utilize Rebuild Illinois if no federal funds.	12/7/2021	No change; final design and verificaiton expected 4/2022	9/8/2021
50	07-21-0013		Steger Road Improvement Project: Central Ave to Governors Hwy	South	University Park	ENG1			\$682,946			n/a	\$682,946		11/2024	Anticipate QBS to be started 11/2023 per funding application. No Dec 2021 update received. If no Mar 2022 update is received, phase will be removed from the contingency program.	3/5/2021		
51	06-21-0006	06-16-0009	John Humphrey Drive at 143rd Street	Southwest	Orland Park	CON		\$7,040,000				n/a	\$7,040,000		9/2023 (Auth 8/2023)	Phase 2 agreement submitted 11/2021; Pre-final plans anticipated 3/2023 for 9/2023 target letting	12/8/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE		\$720,000				n/a	\$720,000		9/2023 (Auth 8/2023)	Phase 2 agreement submitted 11/2021; Pre-final plans anticipated 3/2023 for 9/2023 target letting	12/8/2021	N/A - Added to contingency list on 10/13/21	N/A

FFY 2022 - 2023 STP - Shared Fund Contingency Program Status Report: February 2022

PROJECT INFORMATION							REQUESTED FUNDING								TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Council/Lead	Sponsor	Phases	2022	2023	2024	2025	2026	Min Acceptable	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
52	12-21-0024	12-13-0004	Laraway Road from US 52 to Nelson Road (@ US 52)	Will	Will Co DOT	CON (Stage 1)				\$6,000,000		\$6,000,000	\$6,000,000		3/2024 (Auth 1/2024)	Pre-final plans submittal anticipated 6/2023 and ROW certification 1/2024 for a 3/2024 target letting	1/10/2022	N/A - Added to contingency list on 10/13/21	N/A
			Laraway Road from US 52 to Nelson Road (Cherry Hill to Nelson)			CON (Stage 2)					\$7,138,000	\$569,000	\$7,138,000		8/2023 (Auth 6/2023)	Pre-final plans submittal anticipated 5/2022 and ROW certification 3/2023 for an 8/2023 target letting	1/10/2022	N/A - Added to contingency list on 10/13/21	N/A
53	06-21-0004	06-00-0042	143rd Street from Wolf Road to West Avenue	Southwest	Orland Park	ROW	\$1,794,590					n/a	\$1,794,590		4/2023	Agreement approval antiipated 4/2023	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CON		\$30,019,600				n/a	\$30,019,600		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
						CE		\$3,001,960				n/a	\$3,001,960		3/2024	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021	N/A - Added to contingency list on 10/13/21	N/A
54	10-21-0003		Hazel Avenue Improvements	Lake	Deerfield	CON	\$3,626,310					n/a	\$3,626,310		1/2023	Phase 2 kick-off held 3/23/21. Pre-final plans submittal targeting 8/2022.	12/1/2021	N/A - Added to contingency list on 10/13/21.	N/A
						CE	\$362,400					n/a	\$362,400		1/2023	Phase 2 kick-off held 3/23/21. Pre-final plans submittal targeting 8/2022.	12/1/2021	N/A - Added to contingency list on 10/13/21.	N/A



In order for all councils and the Shared Fund to be able to make the best active reprogramming choices, an accounting of available, programmed, and obligated funds will be maintained for the region. This accounting will show actual and projected redistribution of unobligated funds and the use of those funds by councils and shared fund projects.

This accounting will be updated continuously and published periodically. It is expected that updates will occur around the time that TIP changes are published for Transportation Committee action and at key active program management action points, such as when obligation deadline extensions are considered in April. At a minimum the accounting will be published quarterly, in the months following required quarterly status updates.

Current: FFY 2022

Updated: 1/30/2022

	STP-SF	All Councils	Redistribution
Start of FFY22			
FFY22 Allotment	\$39,927,035	\$133,973,149	\$6,476,746
Carryover from FFY21 (expires 3/31/22)	\$14,826,115	\$56,957,442	n/a
Carryover from FFY21 (no expiration)	\$0	\$501,346	n/a
FFY22 Mark	\$54,753,150	\$191,431,937	\$6,476,746
Programmed (current year + extended)	\$54,753,150	\$183,049,286	n/a
Unprogrammed (available for active reprog.)	\$0	\$8,382,651	n/a
Program adjustments throughout FFY22			
Cost changes	\$0	\$4,722,281	n/a
Active Reprogramming	-\$16,100	\$516,857	n/a
Revised program	\$54,737,050	\$188,288,424	n/a
Mark adjustments throughout FFY22			
Funds from redistribution	\$0	\$0	\$0
Funds from obligation remainders	\$0	\$0	n/a
Revised FFY22 mark	\$54,753,150	\$191,431,937	\$6,476,746
Revised unprogrammed	\$16,100	\$3,143,513	n/a
Obligations and Extensions			
Transferred to FTA	\$0	\$0	n/a
Obligated	\$8,480,000	\$15,830,728	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$73,349	n/a
Unobligated	\$46,257,050	\$172,457,696	n/a
Extended (eligible to carryover)	\$0	\$0	n/a
Proceeded without extension (ineligible to carryover)	\$0	\$0	n/a
Unprogrammed (ineligible to carryover)	\$16,100	\$3,143,513	n/a
End of FFY22			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$73,349	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$16,100	\$3,143,513	n/a

Projected: FFY 2023 - 2026

	STP-SF	All Councils	Redistribution
Start of FFY23			
FFY23 Allotment	\$39,947,672	\$130,145,343	\$9,636,359
Carryover from FFY22 (expires 3/31/23)	\$0	\$0	n/a
Carryover from FFY22 (no expiration)	\$0	\$73,265	n/a
FFY23 Mark	\$39,947,672	\$130,218,608	\$9,636,359
Programmed (current year + extended)	\$39,947,672	\$118,754,953	n/a
Unprogrammed (available for active reprog.)	\$0	\$11,463,655	n/a
End of FFY23			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$15,487,095	n/a



	STP-SF	All Councils	Redistribution
Start of FFY24			
FFY24 Allotment	\$39,200,000	\$130,145,343	\$25,123,454
Carryover from FFY23 (expires 3/31/24)	\$0	\$0	n/a
Carryover from FFY23 (no expiration)	\$0	\$0	n/a
FFY24 Mark	\$39,200,000	\$130,145,343	\$25,123,454
Programmed (current year + extended)	\$39,200,000	\$119,050,371	n/a
Unprogrammed (available for active reprog.)	\$0	\$11,094,972	n/a
End of FFY24			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$11,132,972	n/a

	STP-SF	All Councils	Redistribution
Start of FFY25			
FFY25 Allotment	\$22,966,825	\$130,145,343	\$36,256,426
Carryover from FFY24 (expires 3/31/25)	\$0	\$0	n/a
Carryover from FFY24 (no expiration)	\$0	\$0	n/a
FFY25 Mark	\$22,966,825	\$130,145,343	\$36,256,426
Programmed (current year + extended)	\$22,966,825	\$114,549,490	n/a
Unprogrammed (available for active reprog.)	\$0	\$15,595,853	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)	\$0	\$21,055,412	n/a

	STP-SF	All Councils	Redistribution
Start of FFY26			
FFY26 Allotment	\$22,966,825	\$130,145,343	\$57,311,838
Carryover from FFY25 (expires 3/31/26)	\$0	\$0	n/a
Carryover from FFY25 (no expiration)	\$0	\$0	n/a
FFY26 Mark	\$22,966,825	\$130,145,343	\$57,311,838
Programmed (current year + extended)	\$22,966,825	\$0	n/a
Unprogrammed (available for active reprog.)	\$0	\$130,145,343	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	\$135,604,902	\$135,604,902

Start of FFY: Represents the allotments, marks, programming, and unprogrammed balance at the beginning of the Federal Fiscal Year (FFY). For redistribution the allotment 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.

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.



In order for all councils and the Shared Fund to be able to make the best active reprogramming choices, an accounting of available, programmed, and obligated funds will be maintained for the region. This accounting will show actual and projected redistribution of unobligated funds and the use of those funds by councils and shared fund projects.

This accounting will be updated continuously and published periodically. It is expected that updates will occur around the time that TIP changes are published for Transportation Committee action and at key active program management action points, such as when obligation deadline extensions are considered in April. At a minimum the accounting will be published quarterly, in the months following required quarterly status updates.

Current: FFY 2022

Updated:

2/1/2022

	CRRSAA - SF	CRRSAA - Local
Start of FFY22		
FFY22 Allotment	\$5,330,928	\$37,316,499
Programmed	\$5,330,928	\$36,794,042
Unprogrammed (available for active reprog.)	\$0	\$522,457
Program adjustments throughout FFY22		
Cost changes	\$0	\$0
Active Reprogramming	\$0	-\$289,934
Revised program	\$5,330,928	\$36,504,108
Mark adjustments throughout FFY22		
Funds from redistribution	\$0	\$0
Funds from obligation remainders	\$0	\$0
Revised FFY22 mark	\$5,330,928	\$37,316,499
Revised unprogrammed	\$0	\$812,391
Obligations and Extensions		
Obligated	\$0	\$2,007,012
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$0
Unobligated	\$5,330,928	\$35,309,487
Extended (eligible to carryover)	\$0	\$0
Proceeded without extension (ineligible to carryover)	\$0	\$0
Unprogrammed (ineligible to carryover)	\$0	\$812,391
End of FFY22		
Carryover (remainders + extended; capped at 1 yr. allotment)	\$0	\$0
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$812,391

Start of FFY: Represents the allotments, marks, programming, and unprogrammed balance at the beginning of the Federal Fiscal Year (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.

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: February 3, 2022

Re: STP Shared Fund Methodology: Eligible Project Types

Having completed the FFY 2022 - 2026 call for projects cycle for the STP Shared Fund, CMAP staff and the Project Selection Committee (PSC) are committed to evaluating the successes and lessons learned throughout the process to consider improvements for the next cycle, which will begin in January 2023. The purpose of this memo is to initiate the evaluation process. This begins by reviewing the comments CMAP received during the recently completed program development cycle regarding road expansion projects, considering clarification of project type descriptions, and determining whether inclusion of new project types in the shared fund program should be considered for the next funding cycle.

Road Expansion Projects

Within the STP Shared Fund, the addition of through lanes, new or extended roadways, new interchanges, or the addition of new ramps to provide additional movements at existing interchanges, are all considered to be road expansion projects. These projects are primarily intended to address mobility and system reliability. While the expansion of roadways can provide opportunities to incorporate complete streets design elements conducive for all road users, oversized facilities can also pose safety challenges for vulnerable users, such as bicyclists, pedestrians, and those with limited physical mobility. Additionally, alleviating congestion allows existing traffic volumes to operate more efficiently, reducing tailpipe emissions, however induced demand from a new or expanded facility may eventually eliminate the emissions benefit of reduced stop-and-go traffic or even exacerbate emissions from the greater number of automobiles.

ON TO 2050, the region's comprehensive plan, is driven by the three principles of inclusive growth, resilience, and prioritized investment. This approach places an emphasis on improving the existing system and "opting for expansion projects only when they meet clear regional objectives" for mobility, inclusive economic prosperity, and quality of life. Considering unique

mobility needs in urban, suburban, and rural contexts and current economic development patterns, staff is seeking committee discussion regarding the continued inclusion of road expansion projects within the STP Shared Fund. This discussion could include consideration for imposing limitations, such as requiring inclusion of complete streets, green infrastructure, and/or transit infrastructure in the scope of expansion projects or limiting applications to projects that have undergone RSP and/or conformity analysis.

Project Type Descriptions

The below table was included in the FFY 2022 – 2026 Shared Fund Application Booklet to assist applicants with choosing the appropriate application category for their project. In addition to any changes that result from discussion of the Road Expansion category, staff suggests the changes denoted below, where additions to the text are indicated with underlined text and deletions are indicated with ~~striketrough~~ text. The suggested changes are intended to strengthen the connection between the project descriptions presented to applicants and the transportation impact scoring criteria used for each project type category.

Project Type	Need(s) to be addressed	Example scope elements to address needs
Bicycle and Pedestrian Barrier Elimination	<ul style="list-style-type: none"> Gaps in <u>the</u> regional greenways & trails network due to <u>physical</u> barriers (such as a waterway, highway, or railroad) to bicycle and pedestrian movement 	<ul style="list-style-type: none"> Bicycle/pedestrian overpass Bicycle/pedestrian underpass New multi-use path/trail <u>in a parallel/nearby location that avoids the physical barrier</u>
Bus Speed Improvements	<ul style="list-style-type: none"> On-time performance due to congested conditions Bus travel time vs. auto travel time 	<ul style="list-style-type: none"> BRT/ART route construction (stops, pull outs, separators, etc.) Transit Signal Priority (TSP) and other ITS Bus-only travel lanes
Bridge Rehabilitation or Reconstruction	<ul style="list-style-type: none"> Sufficiency rating <u>of structures included in the National Bridge Inventory (NBI)</u> Deck, superstructure, and/or substructure condition 	<ul style="list-style-type: none"> Bridge replacement Deck replacement Superstructure rehab/reconstruct Substructure rehab/reconstruct
Highway/Rail Grade Crossing Improvements	<ul style="list-style-type: none"> Priority grade crossing rank (based on truck, car, and transit traffic, daily trains, daily gate down time, safety, and mobility) 	<ul style="list-style-type: none"> Grade separation Other crossing improvements

Project Type	Need(s) to be addressed	Example scope elements to address needs
Road Reconstruction	<ul style="list-style-type: none"> • Pavement condition (primary) • Mobility (secondary) • Reliability (secondary) • Safety (secondary) 	<ul style="list-style-type: none"> • Reconstruction of roadway
Road Expansion	<ul style="list-style-type: none"> • Mobility and reliability (primary) • Safety (secondary) • Pavement condition (secondary) 	<ul style="list-style-type: none"> • Additional through lanes • New/extended road • New interchange • New ramps (additional movements)
Corridor or Small Area Safety	<ul style="list-style-type: none"> • High or Critical Safety Tier (related to any mode) 	<ul style="list-style-type: none"> • Safety countermeasures that are appropriate for the crash type(s) in the project corridor/area • Intersection improvement (turn lanes, etc.) • Vertical/horizontal clearance • Traffic signal modifications
Transit Station Improvements	<ul style="list-style-type: none"> • <u>Condition of passenger facility components</u> Station asset condition • Gaps in bicycle and pedestrian access to station <u>passenger facilities</u> 	<ul style="list-style-type: none"> • Rehab, repair, or replace station building, boarding platforms, and other station fixtures • Complete direct connection of sidewalk network to station • Complete direct connection of bicycle network to station • Install bike parking or bike-sharing at station
Truck Route Improvements	<ul style="list-style-type: none"> • High truck volumes • Inadequate roadway geometry for trucks • Barriers (physical/operational) to efficient truck movement • Pavement condition 	<ul style="list-style-type: none"> • Intersection reconstruction to improve turn radii, lengthen storage, etc. • Signal modifications • ITS solutions (corridor or intersection) • Pavement reconstruction (structural) • Relocation of designated truck route <u>to avoid barriers and/or inadequate roadway geometry</u>

Consideration of New Project Types

When considering the inclusion of new project types, it is important that the committee keep in mind that the scoring process is data-driven and that there must be a reliable and accessible

source(s) of data available to score both the need for projects and the improvements that can be realized by completing those projects.

The enactment of the Infrastructure Investment and Jobs Act (IIJA) added new eligible project types under the Surface Transportation Block Grant Program (STBG) that funds CMAP's STP Shared Fund and continued all prior STBG eligibilities. The new eligible project types include electric vehicle (EV) charging and vehicle-to-grid infrastructure, protective features (including natural infrastructure) to enhance resilience of an eligible transportation facility, and wildlife crossing structures. There are also new formula and discretionary programs for these project types enacted by the IIJA.

While the deployment of EV infrastructure and protective features for improved resilience are supported by ON TO 2050 and likely have a place within the STP Shared Fund, staff does not recommend including them as stand-alone project categories for the FFY 2024 – 2028 shared fund cycle due to the lack of federal guidance and obvious data source(s) for determining the relative need for and improvements from these types of projects. Conversely, staff does recommend that EV infrastructure and protective features included within the scope of any eligible project category for the shared fund be considered as eligible costs. Staff also recommends that the committee discuss the potential for including EV infrastructure and protective features as part of the discussion of planning factor scoring later this summer.

At the request of the committee, staff can prepare background information and solicit suggestions for data sources and scoring methods from our partners for discussion about any other project types at a future committee meeting, including previously discussed projects such as Railyard Improvements.

ACTION REQUESTED: Discussion



MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: February 3, 2022

Re: STP Shared Fund Methodology: Scoring Criteria Discussion Proposal

With each STP Shared Fund program development cycle, staff and the Project Selection Committee (PSC) seek to refine the scoring criteria to further the implementation of ON TO 2050 and align with the goals of the Shared Fund program. This memo presents staff's recommendations for the level of discussion expected over the next several months for each scoring criteria within the methodology. Staff is seeking confirmation from the committee for proceeding with the recommended level of discussion for each of the criteria and suggestions for any new criteria to discuss over the coming months.

The 2024 – 2028 program development cycle, which will begin in January 2023, will be the third cycle for the STP Shared Fund. Through the first two cycles, most of the scoring criteria have been successful in elevating the projects that do the most in their category to meet the program's goals to the highest rank within each application cycle. However, there is always room for improvement through refinement of the criteria. The table below presents staff's thoughts on each of the scoring criteria and recommends the level of committee discussion that should occur for each. For criteria recommended for no discussion, staff does not plan to present any proposed changes to the committee. For criteria recommended for "some" or "significant" discussion, staff will allocate time on upcoming meeting agendas to present recommendations for the committee's consideration. "Significant" discussion items may be scheduled for multiple agendas so that committee discussion can inform staff's direction for developing recommendations.

In addition to the current scoring criteria, staff suggests scheduling discussions about incorporating sustainability and/or resilience into the overall methodology and about ways in which inclusion of electric vehicle (EV) infrastructure could be incorporated. Staff would also like to hear any other suggestions from the committee for other scoring criteria that should be researched by staff for committee discussion.

Scoring Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Project Readiness				
Engineering and Land Acquisition	Criterion is straightforward, easy to understand and score.	✓		
Financial Commitment	Some applicants continue to have trouble understanding this scoring. Staff will continue to refine the descriptive text in the application booklet to add clarity, but recommends no changes to the criterion.	✓		
Transportation Impact				
Jobs + Households (all project types)	The intent of this criterion is to rank projects by their "reach", rewarding those projects that are serving a larger population or providing access to more jobs, as well as projects that have a wider reach (larger travel sheds). While the scoring is straightforward and provides significant gradation between projects, it may have an unintended consequence of being a disadvantage to projects that rank well in the need, improvement, and planning factors categories but are located in the less dense collar counties. Staff would like to conduct some analyses of the outcomes of this scoring and discuss potential adjustments.			✓
Need & Improvement				
Bicycle & Pedestrian Barrier Elimination	Minor changes to application workbook questions may be needed to provide staff with additional information about project scope	✓		
Bridge Reconstruction or Rehabilitation	Minor changes to application workbook questions may be needed to provide staff with additional information about project scope	✓		
Bus Speed Improvements	Minor changes to application workbook questions may be needed to provide staff with additional information about project scope	✓		
Corridor/small area safety improvements	Stronger correlation between the types of crashes occurring within the project corridor/area and the scope of improvements for this project type should be considered. The scoring methodology for determining need results in absolute points (0, 5, 10, 15, or 20), which is different than all other need scores. This can give an advantage or disadvantage to this project type in the overall total scoring. Consideration of alternative ways to define need should occur. Minor changes to application workbook questions may be needed to provide staff with additional information about project scope for improvement scoring.			✓
Rail-Highway grade crossing improvements	Consideration of updating the underlying data used in the 2019 Grade Crossing Prioritization should be given, however the scoring methodology likely needs no changes.	✓		
Road Expansion	No changes to methodology or application needed.	✓		
Road Reconstruction	No changes to methodology or application needed.	✓		

Scoring Criteria	Staff Comments	Recommended Discussion Level		
		None	Some	Significant
Transit Station Improvements	In addition to clarifying language in the description of this category to align with FTA terminology regarding the types of station assets that are associated with "passenger facilities", minor changes to application workbook questions may also add clarity.	✓		
Truck Route Improvements	Significant changes to the methodology in the category during the last cycle improved the scoring. No further changes to methodology or application are needed.	✓		
Planning Factors				
Inclusive Growth	As the region continues to strive for equity in the transportation system, opportunities to refine this scoring may be discussed.		✓	
Complete Streets	Changes to the methodology that focused more on project scope, and less on policy, during the last cycle resulted in the elevation of more complete projects in the overall ranking. No further changes to the methodology are needed for this cycle.	✓		
Green Infrastructure	Discussion of a shift from equally weighted policy and elements components to focus more on elements and the long-term sustainability of projects is recommended.		✓	
Freight	Significant changes to the methodology during the last cycle that focused the scoring on planning for and regulating freight, instead of the volume of trucks improved the scoring results. No further changes to the methodology are needed for this cycle.	✓		
Transit Supportive Density	No changes to methodology are needed.	✓		
Subregional Priority				
Subregional Priority	Concerns regarding the subjectivity of this category remain, particularly in instances when a subregion identifies projects outside of their geographic borders as a priority. Considering the characteristics of the region, which include people travelling significant distances between their homes and their jobs, it is not unrealistic for improvement priorities to lie outside of political boundaries. However, discussion of strengthening the justification for priority identification utilizing data about travel behavior is desired.			✓