



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, June 23, 2022

9:30 AM

Please join from your computer, tablet or smartphone.
<https://meet.goto.com/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 - February 10, 2022

[22-295](#)

ACTION REQUESTED: Approval

Attachments: [DRAFT minutes STP PSC 02102022](#)

4.0 Active Program Management Reports

4.1 Shared Fund Status Updates

[22-296](#)

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

ACTION REQUESTED: Information

Attachments: [STP & CRRSAA Shared Fund Status Report - June 2022 \(Active\)](#)
[STP Shared Fund Status Report - June 2022 \(Contingency\)](#)

4.2 Regional Accounting Updates

[22-297](#)

PURPOSE & ACTION: The attached reports summarize the status of available, programmed, and obligated STP and CRRSAA funds for the region, through June 1, 2022. This accounting is updated continuously and published at least quarterly. Staff will review highlights of the current status.

ACTION REQUESTED: Information

Attachments: [Regional STP Shared Fund Summary - June 2022](#)
[Regional CRRSAA Summary - June 2022](#)

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- 4.3 FFY 2023 - 2027 STP Programming Marks** [22-301](#)
PURPOSE & ACTION: The attached memo documents the programming marks for the shared fund and local programs from FFY 2023 - 2027.
ACTION REQUESTED: Information
Attachments: [FFY2023-27 STP Marks Memo 03212022](#)
- 5.0 STP Shared Fund Methodology**
- 5.1 Eligible Project Types** [22-299](#)
PURPOSE & ACTION: Staff will provide an update on the status of research being conducted to develop a recommendation regarding inclusion of rail yard expansion as an eligible project type.
ACTION REQUESTED: Discussion
- 5.2 Preliminary Engineering Requirements** [22-298](#)
PURPOSE & ACTION: Staff requests committee discussion of the attached language changes that clarify the requirements for preliminary engineering to be “substantially complete” to be eligible to apply for funding.
ACTION REQUESTED: Discussion
Attachments: [PSC Memo Prelim Eng Regs 06162022](#)
- 5.3 Resilience Planning Factor** [22-300](#)
PURPOSE & ACTION: Staff will present a proposal for a new resilience planning factor to replace the current green infrastructure planning factor.
ACTION REQUESTED: Discussion
- 5.4 Corridor or Small Area Safety Projects** [22-302](#)
PURPOSE & ACTION: Prior to proposing modifications to the Transportation Impact portion of scoring for this project type, staff requests committee discussion of potential focus areas to supplement the scoring.
ACTION REQUESTED: Discussion
- 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, August 11, 2022 at 9:30 a.m.
- 9.0 Adjournment**
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STP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, February 10, 2022

9:30 AM

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Access Code: 630-377-757

1.0 Call To Order

Chair Dobbs called the meeting to order at 9:33 a.m., and reminded the members that as permitted by the Governor's Disaster Declaration of February 4, 2022, the determination has been made that an in person meeting is not practical or prudent for this committee. To ensure that the meeting is as transparent as possible, staff posted the meeting materials one week in advance, we will provide a recording of this meeting linked on our website, and will take all votes by roll call. Ms. Weber called the roll.

Present: Kama Dobbs, Dan Burke, Alice Gallagher, Leon Rockingham, Jeffrey Sriver, and Grant Davis

Absent: Kevin O'Malley, Jeffery Schielke, Tony Greep, Jennifer (Sis) Killen, and Chad Riddle

Non-Voting: John Donovan, Heather Mullins, and Tara Orbon

Staff Present: Teri Dixon, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Elliott Lewis, Tim McMahon, Jason Navota, Yousef Salama, Gordon Smith, Blanca Vela-Schneider, Mary Weber

Others Present: Elaine Bottomley, Joseph Breinig, Len Cannata, Eric Czarnota, Jon Paul Diipla, Jackie Forbes, Mike Fricano, Scott Hennings, Kendra Johnson, Tom Kelso, Mike Klemens, Daniel Knickelbein, Heidi Lichtenberger, Brittany Matyas, Ryan Peterson, Troy Simpson, Jazmin Vega, Kyle Whitehead

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

Approval of Minutes - October 28, 2021

[22-067](#)

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

A motion was made by Mayor Gallagher, seconded by Mayor Rockingham, to approve the minutes of October 28, 2021, as presented. The motion carried by the following vote:

Aye: Kama Dobbs, Dan Burke, Alice Gallagher, Leon Rockingham, Jeffrey Sriver, and Grant Davis

Absent: Kevin O'Malley, and Jeffery Schielke

Non-Voting: John Donovan, Tony Greep, Jennifer (Sis) Killen, Heather Mullins, and Chad Riddle

4.0 Active Program Management Reports

4.01 Shared Fund Status Updates

[22-068](#)

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

Ms. Weber provided an overview of the current status of STP and CRRSAA Shared Fund active and contingency projects, highlighting recent changes and additions. Ms. Weber also highlighted a new section of the report intended to keep the committee and CMAP partners informed of current year cost increase requests that have been received by staff that cannot currently be accommodated due to fiscal constraint. She noted that as the year progresses, if funds become available due to low bids, obligation remainders, or any other reason, staff will process the requests according to the active program management policies. Once all of the programmed shared funds are obligated for the year, it would also be possible to utilize funds redistributed at the end of prior years to accommodate the requests.

President Gallagher inquired how staff determines eligible cost increase requests. Chair Dobbs explained that all projects are eligible to request cost increases and that staff will provide additional details on the reason for the requests in future reports. Staff applies the priorities of the active program management policies when accommodating increases and will request that committee assist staff with programming decisions in the event that there are more requests than funds available and the requests are determined by staff to be of equal priority.

4.02 Regional Accounting Update

[22-069](#)

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

Ms. Weber provided a summary of the attached Regional Accounting reports, noting that within the shared fund, just under \$8.5 million has been obligated so far in FFY 2022. Within the local programs, \$15.8 million of the \$188 million programmed has been obligated, and about \$3 million remains unprogrammed across the region. None of the \$5.3 million in CRRSAA funding programmed by this committee has been obligated yet, as those projects are targeting late summer and fall lettings. However, within the local CRRSAA programs, \$2 million has been obligated. Throughout the remainder of FFY 2022, the councils will work with sponsors to ensure that the \$812 thousand that is currently unprogrammed can be obligated.

5.0 STP Shared Fund Methodology

Chair Dobbs introduced discussion about the Shared Fund scoring methodology emphasizing that staff and the committee are committed to reviewing and updating the methodology following each Call for Projects cycle to address comments and lessons learned. The purpose of today's discussion was to gain direction and a general consensus from the committee for the development of staff research and recommendations for committee discussion throughout the year. She stressed that there will be no voting today. Final decisions about changes to the methodology will be made in the fall to prepare for the next call for projects in January 2023.

5.01 Eligible Project Types

[22-070](#)**Attachments:** [STPPSC Methodology Memo Project Types 02032022](#)

Mr. Lewis introduced three items for discussion as detailed in the memo included in the agenda packet.

First, Mr. Lewis reported that the committee had received public comment regarding limiting or eliminating the road expansion project type eligibility, noted that this project type includes new through lanes, new or extended roads, new interchanges, or new ramps at existing interchanges, and requested the committee's thoughts regarding the continued eligibility of these projects.

President Gallagher asked what reasons the public comments gave for not funding road expansions. Ms. Dobbs stated that the comments were brief and spoke to controlling emissions and investing in transit. Ms. Dobbs then noted that these comments were for last fall's program, which funded zero road expansion projects. Mr. Sriver suggested that this may be best addressed through changes to the evaluation process, commenting that there are road expansion projects that could score well while also working toward regional planning goals. President Gallagher agreed that the methodology shouldn't preclude road expansion projects. Ms. Mullins agreed that it makes sense to include road expansions, and noted that these projects benefit transit as well. Mayor Rockingham also agreed that the projects should remain eligible and noted that these projects are an opportunity for multi-jurisdictional congestion relief. Mr. Burke stated that the committee should neither incentivise nor preclude expansion projects. Ms. Orbon stated that the counties in the region would like to advocate for continued inclusion of expansion projects.

With no further discussion from committee members, Chair Dobbs invited members of the public to comment. Mr. Kyle Whitehead of the Active Transportation Alliance noted that the Shared Fund is not the only transportation fund source available in the region. The Active Transportation Alliance does not believe that the current analysis fully captures the impact of expansion projects nor do expansion projects typically align with regional plans. Mr. Mike Klemens from the Lake County DOT expressed support for road expansions as an eligible project type and highlighted a road expansion project in Round Lake that encompasses many other desirable elements such as bicycle and transit facility improvements.

Ms. Dobbs thanked everyone for the thoughtful discussion and comments and noted that achieving a balance between enhancements and expansion of our system is critical and the types of projects funded in the region should continually be re-examined. Based on the discussion, staff will not propose any changes to the eligibility or scoring of road expansion projects.

Mr. Lewis then continued by reviewing clarifications proposed by staff for the existing project type descriptions included in the methodology. President Gallagher and Mayor Rockingham expressed agreement with the changes and there was no other discussion.

Finally, Mr. Lewis discussed potential new project types. He suggested that electric vehicle charging, vehicle to grid technology, protective features to increase resiliency, and wildlife crossing structures, while now eligible for STP funding, should not be added as stand-alone project categories at this time due to lack of specific federal guidance and data sources to determine need and project improvements. He further recommended that these features should be considered as eligible costs if

included in the scope of an eligible project type. Ms. Dobbs reiterated that data sources for scoring the needs and improvements associated with projects is critical and agreed that incorporating these new eligibilities into the planning factor scoring makes the most sense for this cycle.

Chair Dobbs asked if the committee would like to consider any other new project types and noted that in the past the committee has discussed rail yard expansions or improvements as a project type. President Gallagher suggested that further staff research regarding rail yards would be welcome. In response to a question from Ms. Orbon, Ms. Dobbs noted that McHenry County had requested consideration of funding for a new rail yard in the Woodstock area that would allow for increased Metra capacity. Mr. Scott Hennings of the McHenry County DOT provided additional details of the project, emphasizing that this investment would have improvements along the entire UP-W line. Mr. Davis inquired whether the suggestion would consider public or private rail yards. Ms. Dobbs stated that it is unlikely that Shared Funds could be used by private entities not serving commuter rail. Mr. Davis stated that there are many eligible improvements in the region and that the Shared Fund was established to focus on a small number of core improvement types and that it may be disadvantageous to the region to include one-off project types. Mayor Rockingham commented that rail yard expansion could have negative effects on communities by increasing train traffic. He suggested a high-level review to understand whether it is feasible to include this project type. Ms. Dobbs concluded that staff will bring additional information to the next meeting for further committee discussion.

5.02 Scoring Criteria Review

[22-072](#)

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

Chair Dobbs led a discussion on refinement of the scoring criteria. 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 the highest rank. However, there is always room for improvement. The table in the memo provides staff comments for each criteria, and a recommendation for the level of discussion staff proposes for each in the coming months. Ms. Orbon thanked staff for the suggested refinements. There were no other scoring criteria that the committee would like staff to investigate over the next few months. Staff will prepare the discussions recommended in the memo for future meetings.

6.0 Other Business

There was no other business.

7.0 Public Comment

There was no public comment.

8.0 Next Meeting

Chair Dobbs reminded the committee that the next meeting is scheduled for Thursday, April 14, 2022 and stated that staff will reach out to committee members regarding the format of the meeting when the date draws nearer.

9.0 Adjournment

On a motion by Mayor Rockingham, seconded by President Gallagher, the meeting was adjourned by a unanimous voice vote at 10:25 a.m.

Minutes prepared by Mary Weber.

FFY 2022 - 2026 STP - Shared Fund Active Program Status Report: June 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	n/a - authorized	ROW	N/A - Auth (11/23/2021)	\$8,480,000	\$0	ROW certification expected 11/2022.	3/24/2022	Authorized as an amendment to an FFY2017 obligation; ROW certification expected 11/2022.	12/10/2021
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	6/30/2022	CON/CE	7/2022 (Auth 6/2022)	\$0		UIGA approval delayed by IDOT Financial Plan requirement. Letting expected July 2022.	3/28/2022	Final plans and specs submitted 11/30/21; target letting 4/2022	12/22/2021
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	6/30/2022	ENG1	6/2022	\$0		TDCH language on PPI approved by IDOT 1/11/2022 and revised draft agreements submitted 4/2022; Obligation deadline extended to 6/30/22.	4/1/2022	No change. Phase 1 PPI form submitted to IDOT 9/17/21.	1/14/2022
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	DuPage Council	STP-SF	\$9,800,000	Local/ICC	\$22,357,000	\$32,157,000	38%	\$38,365,840	3/17/2023	CON	11/2022 (Auth 10/2022)	\$0		Responding to pre-final plans comments; final plans targeting 8/2022 for 11/2022 target letting. CMAP staff approved obligation deadline extension request 5/2/2022.	6/9/2022	Pre-final plans submitted 1/17/22; final plans targeting 8/2022. Updated target letting is 11/18/22.	3/14/2022
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	3/31/2023	CON	10/2022	\$0		Final design verification expected 10/2022; Anticipated FTA grant approval not provided. CMAP staff approved obligation deadline extension request 5/2/2022.	3/16/2022	Final design verification expected 10/2022; FTA grant approval anticipated 9/1/2022.	1/19/2022
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	70%	\$6,980,173	3/17/2023	CON/CE	3/2023 (Auth 1/2023)	\$0		Pre-final plan submittal estimated for 8/2022. ROW certification expeted 9/2022. Target letting 3/2023. CMAP staff approved obligation deadline extension request 5/2/2022.	3/31/2022	No change; pre-final plan submittal estimated for 6/2022. Target letting 11/2022.	12/22/2021
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	3/17/2023	CON	4/2023 (Auth 2/2023)	\$0		Pre-final plans submittal estimated for 8/2022; target letting 4/2023. CMAP staff approved obligation deadline extension request 5/2/2022.	3/17/2022	Pre-final plans submittal estimated for 1/2022; target letting 11/2022	12/15/2021

Requests for cost increases \$32,157,000

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	11/2022 (Auth 10/2022)	\$0		Pre-final plans submitted 1/17/22; final plans targeting 8/2022. Updated target letting is 11/18/22. CMAP staff approved obligation deadline extension request 5/2/2022.	3/14/2022	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.	3/17/2022	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		Pre-final plan submittal estimated for 8/2022. ROW certification expeted 9/2022. Target letting 3/2023. CMAP staff approved obligation deadline extension request 5/2/2022.	3/31/2022	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		No change; Pre-final plans planned for 5/2022, ROW certification planned for 11/2022. Target letting 1/2023.	3/24/2022	Pre-final plans still planned for 5/2022, ROW certification planned for 11/2022. Target letting still 1/2023.	12/10/2021
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	10/2022	\$0		Phase 1 QBS ad planned for 6/2022	3/28/2022	Sponsor change from Dolton to CCDOTH; Phase 1 QBS ad planned for 1/2023 and consultant selection 4/2023.	12/27/2021

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	11/2023 (Auth 9/2023)	\$0		Pre-final plans expected to be submitted 3/2023; now targeting 11/2023 letting	3/25/2022	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	3/2024	\$0		Phase 2 kick-off anticipated 3/2023; Pre-final plans targeting 6/2023 for 3/2024 letting.	3/28/2022	Phase 2 consultant selection anticipated 8/2022	12/23/2021
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 2 kick-off anticipated 5/2022; Pre-final plans targeting 7/2022 for a 3/2025 letting	3/31/2022	Phase 1 DA anticipated 1/2022; Pre-final plans targeting 9/2022 for a 3/2025 letting	12/31/2021
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	3/31/2022	Phase 1 QBS anticipated to begin 10/2023	1/14/2022
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		Pre-final plans targeting 2/2024 for 3/2025 letting.	3/28/2022	Phase 2 kick-off anticipated 1/2022	12/23/2021

FFY 2022 - 2026 STP - Shared Fund Active Program Status Report: June 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		No change. Phase 2 Kick-off anticipated 6/2022	3/28/2022	Phase 2 Kick-off anticipated 6/2022	12/3/2021
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 selection anticipated 6/2022	3/23/2022	Phase 1 consultant QBS anticipated to begin 1/2022.	12/8/2021
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		No change. 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.	3/28/2022	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
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		No change. 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.	3/28/2022	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
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 6/2022; 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.	3/25/2022	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
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 6/2022; Pre-final plans submittal anticipated 7/2023 for a 3/2024 target letting.	3/9/2022	Phase 1 DA expected 3/2022; Pre-final plans submittal anticipated 7/2023 for a 3/2024 target letting.	12/10/2021

FFY 2022 CRRSAA Shared Fund Active Program Status Report: June 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	3/17/2023	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. CMAP staff approved obligation deadline extension request 5/3/2022.	3/31/2022	Pre-fnial plans submittal anticipated 2/2022 and ROW certification anticipated 6/2022 for an 8/2022 target letting.	12/23/2021
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	3/17/2023	CON/CE	11/2022 (Auth 9/2022)	\$0		Phase 2 in-progress; pre-final plans submittal planned for 7/2022 and ROW certification planned for 9/2022 for 11/2022 letting. See cost increase below. CMAP staff approved obligation deadline extension request 5/2/2022.	3/29/2022	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
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	3/17/2023	CON	9/2022 (Auth 8/2022)	\$0		Pre-final plans submittal anticipated 4/2022 and ROW certification anticipated 8/2022 for a 9/2022 target letting. CMAP staff approved obligation deadline extension request 5/2/2022.	3/25/2022	Pre-final plans submittal anticipated 4/2022 and ROW certification anticipated 6/2022 for a 9/2022 target letting.	12/23/2021

Requests for cost increases

#VALUE!

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
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	2/15/2022	CON/CE	11/2022 (Auth 9/2022)	\$0		Phase 2 in-progress; pre-final plans submittal planned for 7/2022 and ROW certification planned for 9/2022 for 11/2022 letting. CMAP staff approved obligation deadline extension request 5/2/2022.	3/29/2022	Based on 60% plans, an additional \$2,150,882 federal (\$2,688,603 total) is requested.

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PROJECT INFORMATION							REQUESTED FUNDING									UPDATED COSTS		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	Updated Cost	Date	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 6/2024; Target 7/2024 construction contractor selection	3/28/2022	Final design verificaation anticipated 10/2023; Target 4/2023 construction contractor selection	1/6/2022	
						ENG			\$2,112,000			n/a	\$2,112,000				1/2023	NEPA process expected to be complete 5/2022	3/28/2022	NEPA process expected to be complete 5/2022	1/6/2022	
						IMP				\$6,120,000		n/a	\$6,120,000				5/2023	Final design verificaation anticipated 10/2023; Target 4/2023 construction contractor selection	3/28/2022	Final design verificaation anticipated 10/2023; Target 4/2023 construction contractor selection	1/6/2022	
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				11/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 5/2022; target letting 11/2022	3/1/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 2/2022; target letting 11/2022	12/31/2021	
						CE		\$384,000				n/a	\$384,000				11/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 5/2022; target letting 11/2022	3/1/2022	Phase 2 kick-off 9/2020; Pre-final plans submittal targeting 2/2022; target letting 11/2022	12/31/2021	
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	3/29/2022	Phase 1 Design Approval anticipated 4/2022; waiting on wetlands, bio, and special waste	12/1/2021	
						CE				\$725,000		n/a	\$725,000				4/2026	Phase 1 Design Approval anticipated 4/2022; waiting on wetlands, bio, and special waste	3/29/2022	Phase 1 Design Approval anticipated 4/2022; waiting on wetlands, bio, and special waste	12/1/2021	
14	09-21-0010	09-20-0110	Kautz Road Reconstruction & Widening	Kane/Kendall	Geneva	CON	\$1,280,370					\$640,000	\$1,280,370				1/2023	Target 1/2023 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	3/31/2022	Target 4/29/22 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	12/31/2021	
						CE	\$592,080					\$296,000	\$592,080				1/2023	Target 1/2023 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	3/31/2022	Target 4/29/22 letting. Appears to be fully funded with STP-L, TAP-L, and TARP funds.	12/31/2021	
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				9/2023	Phase 2 authorized 3/17/22 (AC); Pre-final plans submittal anticipated 4/2023 for a 9/2023 target letting	3/14/2022	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	
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.	3/31/2022	NEPA completion anticipated 4/2023; Final design verification anticipated 1/2024; Target 6/2024 construction notice to proceed.	12/20/2021	
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 5/2022; Phase 2 consultant selected and kick-off anticipated 6/2022; pre-final plans anticipated 5/2023 and ROW certification anticipated 9/2023 for 11/2023 target letting.	3/15/2022	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	
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 initiated 1/2022; Target 6/2023 letting	3/10/2021	Pre-final plnas submitted 11/2021; Final plans anticipated 3/2023; ROW initiation anticipated 1/2022; Target 6/2023 letting	12/20/2021	
						CE				\$1,637,600		n/a	\$1,637,600				5/2023	Pre-final plnas submitted 11/2021; Final plans anticipated 3/2023; ROW initiated 1/2022; Target 6/2023 letting	3/10/2021	Pre-final plnas submitted 11/2021; Final plans anticipated 3/2023; ROW initiation anticipated 1/2022; Target 6/2023 letting	12/20/2021	
22	16-21-0003	16-22-0007	Irving Park All Stations Accessibility Program (ASAP) Design	CTA	CTA	ENG	\$3,768,218					n/a	\$3,768,218				6/2023	NEPA process to begin 7/2022. Taget is 6/2023 to hire enigneering and design consultant.	3/11/2022	Environmental planning (pre-engineer) to begin 4/2022. Taget is 8/2022 to hire enigneering and design consultant.	12/7/2021	
24	08-21-0011		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	3/10/2022	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	
						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	3/10/2022	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	

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PROJECT INFORMATION							REQUESTED FUNDING							UPDATED COSTS		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	Updated Cost	Date	Status	Status Date	Status	Status Date
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 5/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	3/31/2022	Final DA anticipated 3/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	12/31/2021
						CE		\$580,000				n/a	\$580,000			9/2023 (Auth 8/2023)	Final DA anticipated 5/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	3/31/2022	Final DA anticipated 3/2022; Pre-final plans anticipated 3/2023 for a 9/2023 target letting.	12/31/2021
26	09-21-0007		Randall Rd at Hopps Rd	Kane/Kendall	Kane Co DOT	CON				\$16,037,985		\$2,000,000	\$16,037,985			12/2024	Phase 1 PDR submitted 3/3/21, with DA anticipated 5/2022; Project is targeting a 1/2025 letting	3/25/2022	Phase 1 PDR submitted 3/3/21, with DA anticipated 4/2022; Project is targeting a 1/2024 letting	12/30/2021
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	3/28/2022	Phase 1 QBS planned for 2/2024	12/20/2021
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 7/2022; Target 8/2022 for Phase 2 QBS	3/21/2022	Phase 1 DA anticipated 4/2022; Target 8/2022 for Phase 2 QBS	12/17/2021
						ROW		\$76,800				n/a	\$76,800			8/2023	Anticipate initiation 8/2023	3/21/2022	Anticipate initiation 8/2023	12/17/2021
						CON				\$12,935,200		n/a	\$12,935,200			12/2025	Target 1/2026 letting	3/21/2022	Target 1/2025 letting	12/17/2021
						CE				\$1,552,000		n/a	\$1,552,000			12/2025	Target 1/2026 letting	3/21/2022	Target 1/2025 letting	12/17/2021
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.	3/31/2022	Phase 1 QBS targeting 10/2023 advertisement.	1/14/2022
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			12/2026	PDR submitted 9/30/21; DA anticipated 6/2022; Project targeting 1/2027 letting	3/25/2022	PDR submitted 9/30/21; DA anticipated 2/2022; Project targeting 9/2023 letting	12/30/2021
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	3/24/2022	Agreement approval antiipated 4/2023	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
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 in progress; Target 10/2023 letting.	3/10/2022	No change; Phase 2 QBS consultant selected, but phase not started	12/8/2021
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	3/30/2022	ROW initiation (fed funds) anticipated 9/2022	12/15/2021
						CON		\$1,044,592				n/a	\$1,044,592			1/2023	Phase 2 kick-off planned 4/2022, pre-fnial plans submittal anticipated 8/2022 and ROW certification anticipated 11/2022 for a 1/2023 target letting	3/30/2022	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
						CE		\$99,789				n/a	\$99,789			1/2023	Phase 2 kick-off planned 4/2022, pre-fnial plans submittal anticipated 8/2022 and ROW certification anticipated 11/2022 for a 1/2023 target letting	3/30/2022	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
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			12/2024	Phase 2 kick-off held 1/2022; Pre-final plans anticipated 9/2023; ROW certification anticipated 8/2024	3/29/2022	Phase 2 kick-off scheduled 1/2022; Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024	1/10/2022
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 4/2022 and ROW certification anticated 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.	3/28/2022	Pre-final plans submittal anticipated 6/2022 and ROW certification anticated 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
						CE			\$757,352			n/a	\$757,352			9/2022	Pre-final plans submittal anticipated 4/2022 and ROW certification anticated 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.	3/28/2022	Pre-final plans submittal anticipated 6/2022 and ROW certification anticated 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

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PROJECT INFORMATION							REQUESTED FUNDING								UPDATED COSTS		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	Updated Cost	Date	Date	Status	Status Date	Status	Status Date
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				10/2022	Addressing pre-final plans commets and updating out-of-date phase 1 components; final plan submittal targeting 8/2022; ROW certification targeting 9/2022 for an 11/2022 target letting.	6/9/2022	Addressing pre-final plans commets; final plan submittal targeting 8/2022; ROW certification targeting 9/2022 for an 11/2022 target letting.	3/14/2022
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	3/24/2022	Agreement approval antiipated 4/2023	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
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	Project was authorized (AC) with other fund sources. Will be removed from contingency program.	3/31/2022	Target 4/2022 letting	12/15/2021
						CE	\$816,000					\$1	\$816,000				N/A - Auth	Project was authorized (AC) with other fund sources. Will be removed from contingency program.	3/31/2022	Target 4/2022 letting	12/15/2021
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	3/24/2022	Target is the reported completion date. No date provided for submittal of fed funded agreements	12/20/2021
						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	3/24/2022	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
						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	3/24/2022	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
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	Pre-final plans submittal anticipated 12/2023; ROW initiation expected 3/2022	3/29/2022	Phase 2 underway; ROW initiation expected 3/2022	1/10/2022
			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	Pre-final plans submittal anticipated 12/2023; ROW initiation expected 3/2022	3/29/2022	Phase 2 underway; ROW initiation expected 4/2022	1/10/2022
44	09-21-0006		Randall Rd at IL 72	Kane/Kendall	Kane Co DOT	CON				\$4,273,668		\$1,500,000	\$4,273,668				12/2025	Draft PDR submitted 3/5/21; DA anticipated 6/2022; Target letting 1/2026	3/25/2022	Public meeting held 10/14/21; Draft PDR submitted 3/5/21; DA anticipated 3/2022; Target letting 1/2024	12/30/2021
45	12-21-0016	12-20-0023	Will Road Reconstruction	Will	Diamond	ENG2	\$326,000					n/a	\$326,000				9/2022	Agreement submitted to IDOT 3/16/22	6/1/2022	Consultant selection anticipated 1/2022	3/1/2022
						CON		\$5,532,790				n/a	\$5,532,790				9/2023	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 9/2023 target letting	6/1/2022	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 9/2023 target letting	3/1/2022
						CE		\$553,279				n/a	\$553,279				9/2023	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 9/2023 target letting	6/1/2022	Pre-final plans submittal anticipated 9/2022 and ROW certification anticipated 3/2023 for a 9/2023 target letting	3/1/2022
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 11/2022	3/4/2022	Funded with STP-L; Kick-off held 9/2021. Pre-final plans submittal targeting 12/2021.	12/1/2021
						ROW	\$46,258					n/a	\$46,258		\$138,480	12/1/21	Proceeding with local funding	Cost updated per TIP records; Certification target 11/2024 based on target constuction letting.	3/4/2022	Cost updated per TIP records; Certification target 11/2024 based on target constuction letting.	12/1/2021
						CON				\$6,366,325		\$4,790,455	\$6,366,325				12/2024	Phase 2 engineering underway; Target 1/2025 letting	3/4/2022	Phase 2 engineering underway; Target 1/2025 letting	12/1/2021
						CE				\$614,045		\$397,022	\$614,045				12/2024	Phase 2 engineering underway; Target 1/2025 letting	3/4/2022	Phase 2 engineering underway; Target 1/2025 letting	12/1/2021

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PROJECT INFORMATION							REQUESTED FUNDING								UPDATED COSTS		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	Updated Cost	Date	Date	Status	Status Date	Status	Status Date
49	16-21-0001	16-20-0002	Harlem Station Bus Bridge Reconstruction	CTA	CTA	ENG		\$2,112,217				n/a	\$2,112,217				N/A - Auth	No change; final design and verificaiton expected 4/2022	3/11/2022	No change; final design and verificaiton expected 4/2022; This is a cost increase to funds obligated in FFY 2021	12/7/2021
						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.	3/11/2022	Target 9/2022 FTA grant approval if federal funds programmed. CTA will utilize Rebuild Illinois if no federal funds.	12/7/2021
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 10/2023.	4/1/2022	N/A - Added to contingency list on 10/13/21. No December update submitted.	N/A
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	3/12/2022	Phase 2 agreement submitted 11/2021; Pre-final plans anticipated 3/2023 for 9/2023 target letting	12/8/2021
						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	3/12/2022	Phase 2 agreement submitted 11/2021; Pre-final plans anticipated 3/2023 for 9/2023 target letting	12/8/2021
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	3/29/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification 1/2024 for a 3/2024 target letting	1/10/2022
			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 5/2023 and ROW certification 9/2022 for an 8/2023 target letting	3/29/2022	Pre-final plans submittal anticipated 5/2022 and ROW certification 3/2023 for an 8/2023 target letting	1/10/2022
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	3/24/2022	Agreement approval antiipated 4/2023	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
						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.	3/24/2022	Pre-final plans submittal anticipated 6/2023 and ROW certification anticipated 10/2023 for a 3/2024 target letting.	12/20/2021
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 for a 1/2023 letting.	3/10/2022	Phase 2 kick-off held 3/23/21. Pre-final plans submittal targeting 8/2022.	12/1/2021
						CE	\$362,400					n/a	\$362,400				1/2023	Phase 2 kick-off held 3/23/21. Pre-final plans submittal targeting 8/2022 for a 1/2023 letting.	3/10/2022	Phase 2 kick-off held 3/23/21. Pre-final plans submittal targeting 8/2022.	12/1/2021



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: 6/1/2022

	STP-SF	All Councils	Redistribution
Start of FFY22			
FFY22 Allotment	\$39,927,035	\$132,243,149	\$6,476,746
Carryover from FFY21 (expires 3/31/22)	\$14,826,115	\$56,897,942	n/a
Carryover from FFY21 (no expiration)	\$0	\$560,846	n/a
FFY22 Mark	\$54,753,150	\$189,701,937	\$6,476,746
Programmed (current year + extended)	\$54,753,150	\$181,889,286	n/a
Unprogrammed (available for active reprog.)	\$0	\$7,812,651	n/a
Program adjustments throughout FFY22			
Cost changes	\$0	\$7,082,796	n/a
Active Reprogramming	-\$16,100	-\$3,239,056	n/a
Revised program	\$54,737,050	\$185,733,026	n/a
Mark adjustments throughout FFY22			
Funds from redistribution	\$0	\$556,350	-\$556,350
Funds from obligation remainders	\$0	\$72,319	n/a
Revised FFY22 mark	\$54,753,150	\$190,330,606	\$5,920,396
Revised unprogrammed	\$16,100	\$4,597,580	n/a
Obligations and Extensions			
Transferred to FTA	\$0	\$0	n/a
Obligated	\$8,480,000	\$49,088,615	n/a
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$894,348	n/a
Unobligated	\$46,257,050	\$136,644,411	n/a
Extended (eligible to carryover)	\$27,757,050	TBD	n/a
Proceeded without extension (ineligible to carryover)	\$0	TBD	n/a
Unprogrammed (ineligible to carryover)	\$16,100	\$4,597,580	n/a
End of FFY22			
Carryover (remainders + extended; capped at 1 yr. allotment)	\$27,757,050	TBD	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	\$16,100	\$4,597,580	n/a

Projected: FFY 2023 - 2026

	STP-SF	All Councils	Redistribution
Start of FFY23			
FFY23 Allotment	\$39,947,672	\$172,985,656	\$10,534,076
Carryover from FFY22 (expires 3/31/23)	\$27,757,050	TBD	n/a
Carryover from FFY22 (no expiration)	\$0	TBD	n/a
FFY23 Mark	\$67,704,722	\$172,985,656	\$10,534,076
Programmed (current year + extended)	\$67,704,722	\$132,060,773	n/a
Unprogrammed (available for active reprog.)	\$0	\$40,924,883	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	\$56,406,380	n/a



	STP-SF	All Councils	Redistribution
Start of FFY24			
FFY24 Allotment	\$39,200,000	\$177,725,606	\$66,940,456
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	\$177,725,606	\$66,940,456
Programmed (current year + extended)	\$39,200,000	\$119,050,371	n/a
Unprogrammed (available for active reprog.)	\$0	\$58,675,235	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	\$52,505,215	n/a

	STP-SF	All Councils	Redistribution
Start of FFY25			
FFY25 Allotment	\$31,598,458	\$179,057,930	\$119,445,671
Carryover from FFY24 (expires 3/31/25)	\$0	\$0	n/a
Carryover from FFY24 (no expiration)	\$0	\$0	n/a
FFY25 Mark	\$31,598,458	\$179,057,930	\$119,445,671
Programmed (current year + extended)	\$22,966,825	\$114,549,490	n/a
Unprogrammed (available for active reprog.)	\$8,631,633	\$64,508,440	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)	\$8,631,633	\$69,062,467	n/a

	STP-SF	All Councils	Redistribution
Start of FFY26			
FFY26 Allotment	\$32,148,271	\$182,173,438	\$197,139,771
Carryover from FFY25 (expires 3/31/26)	\$0	\$0	n/a
Carryover from FFY25 (no expiration)	\$0	\$0	n/a
FFY26 Mark	\$32,148,271	\$182,173,438	\$197,139,771
Programmed (current year + extended)	\$22,966,825	\$0	n/a
Unprogrammed (available for active reprog.)	\$9,181,446	\$182,173,438	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)	\$9,181,446	\$182,173,438	n/a

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:

6/1/2022

	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	\$124,220
Active Reprogramming	\$0	-\$395,748
Revised program	\$5,330,928	\$36,522,514
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	\$793,985
Obligations and Extensions		
Obligated	\$0	\$6,795,691
Obligation Remainders (eligible to reprogram or carryover)	\$0	\$5,209
Unobligated	\$5,330,928	\$30,520,808
Extended (eligible to carryover)	\$5,330,928	\$29,685,179
Proceeded without extension (ineligible to carryover)	\$0	\$0
Unprogrammed (ineligible to carryover)	\$0	\$793,985
End of FFY22		
Carryover (remainders + extended; capped at 1 yr. allotment)	\$5,330,928	\$29,690,388
Transfer to Redist (unprogrammed or ob remainders > cap)	\$0	\$793,985

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.



MEMORANDUM

To: Subregional Planning Liaisons and CDOT staff

Cc: Council of Mayors Executive Committee, STP Project Selection Committee

From: CMAP Staff

Date: March 21, 2022

Re: FFY 2023 – 2027 Programming Marks for STP-Local, STP-Shared Funds

On February 2, 2022 the Illinois Department of Transportation published circular letter 2021-01 – Revision 1 that provided the Federal Fiscal Year (FFY) 2023 STP funding allotment for the CMAP region. The FFY 23 allotment of \$203,512,536 reflects increased funding amounts from the Infrastructure Investments and Jobs Act (IIJA). The IIJA includes annual increases which are reflected in the tables below that are used in the development of programming marks used to constrain STP-Local and STP-Shared Fund funds in the TIP.

The procedure used to develop the programming marks for FFY 2023-26 follows the process laid out in the region's [STP agreement](#). After deducting a portion of the funding for the Shared Fund, the remainder is distributed to the councils using a formula based on five performance measures. Per the agreement, the results of the formula were “smoothed” to prevent any council from receiving less than \$3 million in any year. Programming marks for STP-Shared Fund are shown in table 1 and STP-L, in Table 2.

Table 1. Shared Fund Programming Marks for FFY 2023-2027

FFY	% of STP allotment for Shared Fund	Total CMAP STP Funds	Total STP-SF
FFY 23	15.0%	\$203,512,536	\$30,526,880
FFY 24	15.0%	\$207,053,654	\$31,058,048
FFY 25	15.0%	\$210,656,388	\$31,598,458
FFY 26	15.0%	\$214,321,809	\$32,148,271
FFY 27	15.0%	\$218,051,008	\$32,707,651
Total		\$1,053,595,395	\$158,039,309

Table 2. FFY 2023-2027 STP Programming Marks

Council	FFY 23¹	FFY24²	FFY25^{2,3}	FFY26^{2,3}	FFY27^{2,3}
Central	\$3,000,000	\$3,000,000	\$3,049,281	\$3,102,339	\$3,156,320
Chicago	\$73,595,062	\$74,880,362	\$76,183,546	\$77,509,140	\$78,857,798
DuPage⁴	\$16,085,587	\$17,623,658	\$17,930,575	\$18,242,567	\$18,559,988
Kane/Kendall	\$11,819,269	\$12,029,670	\$12,239,251	\$12,452,214	\$12,668,883
Lake	\$10,675,894	\$10,866,400	\$11,055,740	\$11,248,110	\$11,443,827
McHenry	\$5,005,915	\$5,097,763	\$5,186,730	\$5,276,979	\$5,368,798
North Central	\$5,021,261	\$5,113,377	\$5,202,615	\$5,293,140	\$5,385,241
North Shore⁵	\$5,943,353	\$6,051,512	\$6,157,074	\$6,264,207	\$6,373,204
Northwest⁴	\$13,397,597	\$12,382,024	\$12,597,737	\$12,816,938	\$13,039,952
South	\$9,748,725	\$9,923,098	\$10,096,025	\$10,271,696	\$10,450,424
Southwest	\$8,604,070	\$8,758,527	\$8,911,191	\$9,066,245	\$9,223,998
Will	\$10,088,922	\$10,269,215	\$10,448,165	\$10,629,963	\$10,814,924
Total	\$172,985,655	\$175,995,606	\$179,057,930	\$182,173,538	\$185,343,357

¹Does not include any carryover of funds from FFY 2022, which will be determined after September 30, 2022.

²STP Local Programming marks are subject to annual revisions. These revisions are based on annual allotment amounts shown in IDOT Circulars and changes in federal legislation.

³Per the STP Agreement, the distribution method will change in FFY 2025 to be based on both need and improvement. Factors included in the need-based distribution will be updated at that time and factors for the improvement-based distribution will be calculated. The marks shown here are based only on relative need, calculated in 2019, and are likely to change when the formula is updated.

⁴FFY 2023 amounts were adjusted to reflect that the DuPage Council transferred \$1,232,000 to the Northwest Council for Rodenburg Rd. (03-20-0048)

⁵Not included in North Shore's FFY 2024 is \$1,730,000 from CDOT's FFY 2022 mark for Devon Ave (02-16-0004).

The region's [Active Program Management](#) (APM) policies allow for funds to be "carried over" at the end of each FFY in certain circumstances. The APM policies also provide for redistribution of unobligated funds that are prohibited from being carried over. Carryover and redistribution amounts for individual councils, CDOT, and the Shared Fund are documented in the Regional STP Accounting Summaries posted on CMAP's Surface Transportation Program [web page](#). In addition, adjustments to individual council marks to reflect circumstances such as joint funding of projects that are located within multiple councils, may be made throughout the five-year program.



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: June 16, 2022

Re: STP Shared Fund Methodology: Preliminary Engineering Requirements

The completion of preliminary (phase 1) engineering is critical for defining the scope, preferred alternative, and preliminary cost estimate for a project. Sponsor participation in projects through the completion of preliminary engineering is also an indicator of commitment to seeing projects through to completion. As such, the requirement for preliminary engineering to be “substantially complete” prior to application for regional fund sources has been an important and effective part of the project selection methodology. Recognizing that processes evolve over time and that providing clarity for applicants is of utmost importance, staff proposes adding the underlined language below within the methodology for the upcoming call for projects cycle.

Completion of preliminary engineering

For road, bridge, and bike/ped projects requiring phase 1 engineering, one of the following must occur **on or before the application deadline (<insert date>) for the current call for projects:**

- a. Design approval has been received.
- b. IDOT has confirmed that all comments have been addressed and a final Project Development Report has been submitted for signatures.
- c. IDOT has confirmed that a preliminary Project Development Report has been received for review and that the report is sufficiently complete, including the below milestones, to ensure an accurate cost estimate and clear scope for the remaining phases of the project has been established:
 - i. Project has been presented at a State/Federal Coordination meeting, a CE determination has been made, and FHWA concurrence of environmental

processing has been given (not required for State Approved Categorical Exclusions)

- ii. The IDOT Bureau of Design and Environment (BDE) has completed the Environmental Survey Request (ESR) review (if required) and documentation of the environmental investigations, associated coordination, and any commitments made are included in the draft PDR
- d. A final Planning and Environmental Linkages (PEL) report prepared in accordance with IDOT Bureau of Design and Environment (BDE) Manual section 11-7.04 has been completed documenting the project Purpose and Need, Alternatives to Be Carried Forward, and public involvement and there are no further comments from any Federal or state resource agencies.

For transit projects that will be processed through an FTA grant that qualify as a Categorical Exclusion (CE) per US Code Title 23 § 771.118(c), the sponsor must demonstrate that sufficient pre-engineering and/or architectural work has been completed to establish an accurate cost estimate and a clear scope. For transit projects that may include unusual circumstances such as those described in § 771.118(b), or projects requiring an Environmental Assessment (EA) or Environmental Impact Statement (EIS), the sponsor must demonstrate that a draft EA or EIS has been prepared and submitted to FTA for review.