Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

STP Project Selection Committee

Annotated Agenda
Thursday, September 9, 2021
9:30 a.m.

Please join this meeting 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 **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – July 1, 2021
ACTION REQUESTED: Approval

4.0 Public Comment Summary and Recommended FFY 2022 – 2026 STP Shared Fund Active and Contingency Programs
Staff will review the summary of public comments received. Based on these comments, staff is recommending approval of the attached active and contingency programs of projects. Upon approval by the project selection committee, staff will prepare a Transportation Improvement Program (TIP) amendment incorporating the programs for consideration by the CMAP Transportation Committee on September 24, 2021 and by the CMAP Board and MPO Policy Committee on October 13, 2021.
ACTION REQUESTED: Approval

5.0 Shared Fund Status Update
Status reports for the Active and Contingency program are posted to the Surface Transportation Program (STP) web page following processing of quarterly status updates. With September quarterly updates ongoing, the reports are current through August 31, 2021, and will be updated again in early October. Staff will review highlights of the reports and any additional information available at the time of the meeting.
ACTION REQUESTED: Information

6.0 Regional Accounting Update
The attached report summarizes the status of available, programmed, and obligated STP

funds for the region, through August 31, 2021. This accounting is updated continuously and published at least quarterly. Staff will review highlights of the current status.
ACTION REQUESTED: Information

7.0 Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)
On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) was enacted. This Act included a local government component that resulted in the allocation of $42,647,247 to be programmed and managed by CMAP. Eligibility for these funds are similar to the STP funds distributed to the councils and CDOT on an annual basis. As such, CMAP has distributed these funds in a manner that is similar the annual STP-Local distribution process, as detailed in the attached memo. As noted in the memo, CMAP has also developed the attached guidance for the programming and active program management of these CRRSAA funds. Staff will provide highlights of the guidance and next steps for programming the $5,330,928 allocated to this committee for project selection.
ACTION REQUESTED: Information

8.0 Other Business

9.0 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.

10.0 Next Meeting
The next meeting is scheduled for Thursday, October 28, 2021 at 9:30 a.m.

11.0 Adjournment

STP Project Selection Committee Members:

_____ Dan Burke	_____ Sis Killen*	_____ Leon Rockingham
_____ Kama Dobbs	_____ Heather Mullins*	_____ Jeffery Schielke
_____ John Donovan*	_____ Kevin O'Malley	_____ Jeffrey Sriver
_____ Alice Gallagher	_____ Chad Riddle*	

*Advisory

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

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

July 1, 2021
Via GoToMeeting

Committee Members Present:	Kama Dobbs, Chairman, CMAP, Dan Burke – CDOT, John Donovan – FHWA, Michael Horsting – RTA, Kevin O'Malley - CDOT, Tara Orbon – Cook County, Mayor Leon Rockingham – Council of Mayors, Jeffery Schielke – Council of Mayors, Jeffrey Sriver – CDOT
Others Present:	Elaine Bottomley, Lenny Cannata, Emily Daucher, Jon Paul Diipla, Jesse Elam, Jackie Forbes, Michael Fricano, Jeremy Glover, Scott Hennings, Kendra Johnson, Mike Klemens, Vig Krishnamurthy, Matthew Pasquini, Ryan Peterson, Leslie Phemister, David Seglin, Joe Surdam, David Tomzik, Michael Vanderhoof
Staff Present:	Daniel Comeaux, Teri Dixon, Doug Ferguson, Jane Grover, Elliott Lewis, Tim McMahon, Martin Menninger, Thomas Murtha, Yousef Salama, Todd Schmidt, Matthew Stern, Mary Weber

1.0 Call to Order

The meeting was called to order at 9:35 am by Chairman Dobbs. Ms. Weber took a roll call of the committee members on the call.

2.0 Agenda Changes and Announcements

Chairman 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 from June 25, 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. Chairman Dobbs announced that CMAP has extended the deadline for submissions for the Regional Excellence Awards to Wednesday, July 7. Yousef Salama, the new Deputy Executive Director for CMAP's Research, Analysis, and Programming division was then introduced.

3.0 Approval of Minutes – April 1, 2021

A motion was made by Mayor Schielke, seconded by Mayor Rockingham, to approve the minutes of the April 1, 2021 meeting as presented. A roll call vote was conducted:

Dan Burke	Aye	Mayor Rockingham	Aye
Kama Dobbs	Aye	Mayor Schielke	Aye
Kevin O'Malley	Aye	Jeff Sriver	Aye

With all in favor, the motion carried.

4.0 Committee Membership

Chairman Dobbs noted that at the last meeting the committee discussed adding FTA as an advisory member of the committee. A motion to approve adding Tony Greep as the FTA representative, effective immediately, was made by Mayor Rockingham and seconded by Mayor Schielke. A roll call vote was conducted:

Dan Burke	Aye	Mayor Rockingham	Aye
Kama Dobbs	Aye	Mayor Schielke	Aye
Kevin O'Malley	Aye	Jeff Sriver	Aye

With all in favor, the motion carried.

5.0 Staff Recommended FFY 2022-2026 Shared Fund Active & Contingency Programs

Ms. Dobbs provided a summary of the evaluation and program development process and presented the staff recommended program. A total of 61 applications were received from 42 unique applicants. Of those 61, five were deemed ineligible. 108 evaluations were conducted on the remaining 54 applications.

As the result of a misinterpretation of a Phase 2 milestone, staff did adjust seven project applicant scores. When updating the draft scoring to reflect these changes to the seven projects, staff mistakenly applied the changes to the preliminary scores instead of to the draft final scores. This error caused the rank order of projects carried forward to program development to be incorrect resulting in a recommended program being posted based on incorrect scoring. Staff has since corrected this error and updated final scores are posted online.

Ms. Dobbs reviewed the staff recommended program, which includes eight projects that were programmed in FFY 2022-2024 prior to this call cycle and nine new projects in FFY 2025-2026. Within the new projects, over $4M is proposed for Cohort 4 communities. Additionally, about a third of the projects are located in small communities with populations of less than 25,000 and over half improve facilities where more than 20% of

the users are minorities below the poverty line. Ms. Dobbs concluded by requesting that the committee approve opening the public comment period from July 1 to July 30.

Mr. O'Malley and Mayor Rockingham thanked staff for their hard work.

A motion to open the public comment period from July 1 to July 30 was made by Mayor Schielke and seconded by Mayor Rockingham. A roll call vote was conducted:

Dan Burke	Aye	Mayor Rockingham	Aye
Kama Dobbs	Aye	Mayor Schielke	Aye
Kevin O'Malley	Aye	Jeff Sriver	Aye

With all in favor, the motion carried.

6.0 Shared Fund Status Update

Mr. Lewis noted that the quarterly status updates posted to the STP web page are current as of June 23. Staff is continuing to review June quarterly status updates and will post revised reports in early July. Mr. Lewis then reviewed a number of active program management actions taken following the review of March quarterly status updates. These included reprogramming funds for the University Park Metra Station project and the Joe Orr Rd extension project. Additionally, four obligation extensions were requested and approved by staff for project phases programmed in FFY21.

7.0 Regional Accounting Update

Ms. Dobbs provided an update on staff's continued monitoring of financial activities for the Shared Fund and Local programs. Since the last meeting, $18M has been obligated within the region, bringing the total STP obligations for FFY21 to over $63M. Additionally, about $750K has been captured in obligation remainders, which are the result of project costs coming in under programmed estimates. As a result, many project cost increases across the region have been approved and projects have been advanced from contingency to active programs.

8.0 Other Business

There was no other business.

9.0 Public Comment

Mr. Glover inquired whether the committee has considered lowering the point threshold for the contingency list. Chairman Dobbs stated that no, that discussion has not been had. However, staff contacts all applicants of projects not on the approved program to confirm if they would like to be included on the contingency program, which does require some project activity. If a sponsor doesn't have the capacity to keep a project ready to go they often decline inclusion in the contingency program.

10.0 Next Meeting

Chairman Dobbs announced that the next meeting will be held virtually on Thursday, August 19 at 9:30am. Staff is closely monitoring actions in Springfield to ensure that the format of that next meeting complies with the Open Meetings Act.

11.0 Adjournment

There being no other business, Chairman Dobbs adjourned the meeting at 10:05 a.m.

Respectfully submitted,

Mary Weber

Mary Weber

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: **STP Project Selection Committee**

From: CMAP Staff

Date: August 9, 2021

Re: Summary of comments for the proposed FFY 2022–2026 STP Shared Fund active and contingency programs

---

On July 1, 2021 the draft FFY 2022-2026 STP-Shared Fund recommended programs were released for a public comment period that closed on July 30, 2021. Comments were received from three commenters regarding the STP-Shared Fund recommended program and the process used to develop the recommendation. Copies of the individual comments are available on the call for projects web page at https://cmap.is/2021callforprojects.

Project-specific comment

No comments were received supporting or objecting to the inclusion of specific projects in the program.

General comments

From the three commenters, several general comments were received. These comments did not suggest modifying the recommended program.

- Do not expand highways (Gilchrist)
- Target the highest return on investment (Saltzberg)
- Target projects that reduce emissions and climate impact (Saltzberg)
- ADA compliance does not justify the expenditure of funds on reconstruction and widening a road or intersection; focus on projects that narrow roads instead (Saltzberg)
- The multi-modal nature of the projects selected in this round is a notable improvement over the inaugural STP shared fund program (Metropolitan Planning Council)

Methodology comments

The Metropolitan Planning Council offered comments and suggestions on the scoring methodology:

- Based on observations about the range of scores received, suggested that projects with very low scores should not be considered for funding

- Based on observations that for projects considered in multiple project categories, the scores across categories can vary significantly, suggested development of a methodology to assist sponsors in picking a single category that most accurately reflects the project's purpose and goals
- Encouraged continued refinement of the methodology for assessing a project's safety benefits

Staff recommendation

Given that the comments received are focused on the types of projects targeted for funding and the scoring methodologies, staff recommends no changes to the proposed FFY 2022 – 2026 active or contingency programs, and further recommends that these comments be revisited by the committee when discussing potential methodology changes for the FFY 2024 – 2028 program development cycle.

###

Chicago Metropolitan Agency for Planning

Recommended FFY 2022 - 2026 STP Shared Fund Active Program

PROJECT INFORMATION							STAFF RECOMMENDED PROGRAM						
Rank	ID	Project	Type	Council/Agency	Sponsor/Lead	Phase(s)	2022	2023	2024	2025	2026	5-yea total	TDCHs
0	12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Truck Route	Will	Plainfield	CON/CE	$12,169,985					$12,169,985	
0	16-19-0033	CTA Green Line Austin Station Accessibility Improvements	Transit Station	CTA	CTA	CON/CE	$13,930,000					$13,930,000	
0	08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Road Exp	DuPage	Naperville	CON	$9,800,000					$9,800,000	
0	07-94-0027	Joe Orr Rd Extension	Road Exp	South	Cook DOTH	CON	$2,500,000					$2,500,000	
0	09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Road Recon	Kane/Kendall	Batavia	CON/CE	$1,527,050					$1,527,050	
0	03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Hwy Rail Grade Crossing	Northwest	Barrington	CON/CE		$37,947,672				$37,947,672	
0	07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Hwy Rail Grade Crossing	South	Dolton	ENG1		$2,000,000				$2,000,000	$400,000
0	01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	Bridge	CDOT	CDOT	CON/CE			$39,200,000			$39,200,000	
1	01-21-0014	Milwaukee Avenue: Logan to Armitage Road Reconstruction Project	Road Recon	CDOT	CDOT	CON				$9,440,000		$9,440,000	
2	01-21-0017	Grand Avenue Bridge over North Branch of the Chicago River	Bridge	CDOT	CDOT	CON					$17,600,000	$17,600,000	
3	05-21-0001	16th Street Traffic Improvements	Road Recon	Central	Berwyn	CON				$2,197,468		$2,197,468	
4	07-21-0008	Dixie Highway Corridor Improvement Project: 138th St to 159th St	Safety	South	Harvey	ENG1				$1,432,466		$1,432,466	$286,493
5	01-21-0016	Grand Avenue: Ogden to Jefferson Road Reconstruction Project	Road Recon	CDOT	CDOT	CON				$9,896,891		$9,896,891	
6	07-21-0007	Ashland Avenue Complete Streets Road Modernization (120th St to Thornton Rd)	Safety	South	Calumet Park	ENG1					$500,000	$500,000	$100,000
7	06-21-0007	131st Street - Pulaski Road to Kedzie Avenue	Road Recon	Southwest	Alsip	CON/CE					$4,105,570	$4,105,570	
10	08-21-0004	Bicycle and Pedestrian Overpass Over Illinois 83	Bike/Ped Barrier	DuPage	Elmhurst	CE					$278,400	$278,400	
17	03-21-0003	IL 59 Bicycle and Pedestrian Overpass	Bike/Ped Barrier	Northwest	Streamwood	CON/CE					$482,855	$482,855	
	Grand Total						**$39,927,035**	**$39,947,672**	**$39,200,000**	**$22,966,825**	**$22,966,825**	**$165,008,357**	**$786,493**
	Unprogrammed Balance						**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

Phases: ENG1 - Phase 1 (Preliminary) Engineering CON - Construction CE - Construction (Phase 3) Engineering
TDCHs: Transportation Development Credits - Highways

Green: Fully funded in year requested
Yellow: Funded in later year and/or partially funded
Light Gray: Projects programmed in the prior funding cycle

Chicago Metropolitan Agency for Planning

Recommended FFY 2022 - 2026 STP Shared Fund Contingency Program

PROJECT INFORMATION					REQUESTED							
Rank	ID	Project	Council/Agency	Sponsor/Lead	Phase	2022	2023	2024	2025	2026	Min Acceptable	Notes
8	17-21-0002	South Halsted Bus Corridor Enhancement Project	Pace	Pace	CON			$16,952,500	$6,384,000		n/a	1
					ENG			$2,112,000			n/a	
					IMP				$6,120,000		n/a	
9	04-21-0007	Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Central	Maywood	CON		$1,001,600				n/a	1
					CE		$384,000				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	1
					CE				$725,000		n/a	
12	05-21-0003	IDOT East Avenue Improvements (Joliet Road to 55th Street)	North Central	Countryside	CON	$136,262					n/a	2
13	09-21-0011	Indian Trail Rd Reconstruction from Mitchell Rd to Church Rd	Kane/Kendall	Aurora	CON	$2,360,000					$500,000	3
					CE	$628,900					$100,000	
14	09-21-0010	Kautz Road Reconstruction & Widening	Kane/Kendall	Geneva	CON	$1,280,370					$640,000	3
					CE	$592,080					$296,000	
15	02-21-0001	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
16	18-21-0028	Olympia Fields Station Rehabilitiation	Metra	Metra	IMP				$3,960,000		$1,660,000	3
18	09-21-0012	Dundee Avenue Reconstruction	Kane/Kendall	Elgin	CON			$2,500,000			n/a	4
19	09-21-0014	Wolfs Crossing and Harvey Road Intersection Improvement	Kane/Kendall	Oswego	CON	$613,509					$250,000	4
					CE	$240,000					$50,000	
20	08-21-0012	Illinois Route 53 from South of Illinois Route 56 (Butterfield Road) to Park Boulevard	DuPage	DuPage Co DOT	CON				$13,647,200		n/a	4
					CE				$1,637,600		n/a	
21	07-21-0015	Sauk Trail Sidewalk and Sidepath Gaps	South	Richton Park	ENG1				$2,000,000		n/a	4
22	16-21-0003	Irving Park All Stations Accessibility Program (ASAP) Design	CTA	CTA	ENG	$3,768,218					n/a	4
24	08-21-0011	Illinois Route 56 (Illinois Route 53 to Interstate 355)	DuPage	DuPage Co DOT	CON				$19,885,600		n/a	4
					CE				$2,386,400		n/a	
25	04-21-0008	Armitage Avenue Reconstruction, Mannheim Road to 25th Avenue	North Central	Melrose Park	CON		$5,800,000				n/a	4
					CE		$580,000				n/a	
26	09-21-0007	Randall Rd at Hopps Rd	Kane/Kendall	Kane Co DOT	CON				$16,037,985		$2,000,000	4
27	07-21-0012	Steger Road from Halsted Street to Union Avenue	South	Steger	ENG1				$392,000		n/a	4
28	10-21-0010	Cedar Lake Realignment	Lake	Lake Co DOT	CON			$16,611,200			$5,000,000	4
					CE			$1,661,200			$1	

PROJECT INFORMATION					REQUESTED							
Rank	ID	Project	Council/Agency	Sponsor/Lead	Phase	2022	2023	2024	2025	2026	Min Acceptable	Notes
29	10-21-0008	Argonne Drive Reconstruction	Lake	North Chicago	ENG2		$1,168,000				n/a	4
					ROW		$76,800				n/a	
					CON				$12,935,200		n/a	
					CE				$1,552,000		n/a	
30	07-21-0009	150th St Complete Street Project: Dixie Hwy to Halsted St	South	Harvey	ENG1				$952,219		n/a	4
31	09-21-0004	Randall Rd at Big Timber Rd	Kane/Kendall	Kane Co DOT	CON				$2,946,756		$1,500,000	4
32	09-21-0008	Dauberman Rd Extension from US 30 to Granart Rd (Granart/Dauberman/BNSF Railroad)	Kane/Kendall	Kane Co DOT	CON	$2,000,000					$1,500,000	4
33	06-21-0005	143rd Street from West Avenue to Southwest Highway	Southwest	Orland Park	ROW	$1,033,610					n/a	4
					CON		$7,992,380				n/a	
					CE		$799,240				n/a	
35	11-21-0014	Randall Road from Alexandra Blvd to Acorn Ln	McHenry	McHenry Co DOT	CON			$19,848,869			$1	4
36	09-21-0009	US Route 20 and Reinking Road Roundabout	Kane/Kendall	Elgin	ROW	$20,000					n/a	4
					CON		$1,044,592				n/a	
					CE		$99,789				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	4
38	03-21-0008	National Parkway from American Ln to Higgins Rd	Northwest	Schaumburg	CON			$6,922,981			n/a	4
					CE			$939,456			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	4
40	06-21-0003	143rd Street from Wolf Road to Southwest Highway	Southwest	Orland Park	ROW	$2,400,000					n/a	4
					CON			$38,011,980			n/a	
					CE			$3,801,200			n/a	
41	12-21-0022	143rd Street East Extension-IL Route 59 to IL Route 126	Will	Plainfield	CON	$2,171,615					$1	4
					CE	$816,000					$1	
42	06-21-0002	143rd Street from Will-Cook Road to Wolf Road	Southwest	Orland Park	ROW	$181,735					n/a	4
					CON		$8,790,685				n/a	
					CE		$879,070				n/a	
43	12-21-0025	143rd Street from State Street/Lemont Road to Bell Road	Will	Will Co DOT	CON (Stage 1)				$6,000,000		$4,000,000	4
					CON (Stage 2)					$8,000,000	$4,000,000	4
44	09-21-0006	Randall Rd at IL 72	Kane/Kendall	Kane Co DOT	CON				$4,273,668		$1,500,000	4
45	12-21-0016	Will Road Reconstruction	Will	Diamond	ENG2	$326,000					n/a	4
					CON		$5,532,790				n/a	
					CE		$553,279				n/a	
47	10-21-0006	Deerfield Road from Milwaukee Avenue to Saunders Road	Lake	Lake Co DOT	CON		$21,460				n/a	4
					CE		$1,607,494				n/a	

PROJECT INFORMATION					REQUESTED							
Rank	ID	Project	Council/Agency	Sponsor/Lead	Phase	2022	2023	2024	2025	2026	Min Acceptable	Notes
48	03-21-0005	Bernard Drive Reconstruction from Arlington Heights Road to Buffalo Grove Road	Northwest	Buffalo Grove	ENG2	$101,167					n/a	4
					ROW	$46,258					n/a	
					CON				$6,366,325		$4,790,455	
					CE				$614,045		$397,022	
49	16-21-0001	Harlem Station Bus Bridge Reconstruction	CTA	CTA	ENG		$2,112,217				n/a	4
					CON			$23,072,997			n/a	
50	07-21-0013	Steger Road Improvement Project: Central Ave to Governors Hwy	South	University Park	ENG1			$682,946			n/a	4
51	06-21-0006	John Humphrey Drive at 143rd Street	Southwest	Orland Park	CON		$7,040,000				n/a	4
					CE		$720,000				n/a	
52	12-21-0024	Laraway Road from US 52 to Nelson Road	Will	Will Co DOT	CON (Stage 1)				$6,000,000		$6,000,000	4
					CON (Stage 2)					$7,138,000	$569,000	
53	06-21-0004	143rd Street from Wolf Road to West Avenue	Southwest	Orland Park	ROW	$1,794,590					n/a	4
					CON		$30,019,600				n/a	
					CE		$3,001,960				n/a	
54	10-21-0003	Hazel Avenue Improvements	Lake	Deerfield	CON	$3,626,310					n/a	4
					CE	$362,400					n/a	
	Grand Total					**$27,299,024**	**$79,224,956**	**##########**	**$125,161,998**	**$27,738,000**	**$42,252,481**	

Reasons projects were not recommended for funding:

1 Balance available is less than amount requested
2 This phase was advanced from contingency to active in the FFY 2020 - 2025 program in August 2021. Amount shown here is a remaining shortfall.
3 Balances available are less than mimimun requested
4 Funding exhausted on higher ranked projects

Phases:

ENG - Engineering (transit) ENG1 - Phase 1 (Preliminary) Engineering ENG2 - Phase 2 (Design) Engineering IMP - Implementation (transit) ROW - Land Acquisition
CON - Construction CE - Construction (Phase 3) Engineering

The following projects' funding requests were fully-funded through the Illinois Transportation Enhancement Program (ITEP) or are recommended for full funding through CMAP's Congestion Mitigation and Air Quality (CMAQ) program and will NOT be carried on the STP Shared Fund Contingengy Program:

PROJECT INFORMATION					REQUESTED							
Rank	TIP ID	Project	Council/Agency	Sponsor/Lead	Phase	2022	2023	2024	2025	2026	Min Acceptable	
23	17-21-0001	Pulse 95th Street Line	Pace	Pace	CON				$15,654,000		n/a	1
					ENG			$1,464,000			n/a	
34	09-21-0013	Blackberry Creek Bridge and Shared Use Path	Kane/Kendall	Sugar Grove	ENG2	69075						2
					CON		$575,632					
					CE		$86,347					
46	10-21-0015	Green Bay Road Reconstruction	Lake	Highland Park	ENG2	$288,000					$1	2
					CON				$1,550,000		$1,000,000	
					CE				$162,000		$162,000	

Notes:

1 Recommended for CMAQ
2 Fully funded with ITEP

Chicago Metropolitan Agency for Planning

FFY 2020 - 2024 STP - Shared Fund Active Program Status Report: August 2021

FFY 2020

TIP ID	Project	Sponsor	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	Current Status	Current Status Date	Prior Status	Prior Status Date
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$80,000	Local	$20,000	$100,000	80%	$4,887,000	n/a - obligated	ENG2	6/24/2020	$79,919	Final plans and specs expected 7/2021.	6/22/2021	Pre-final plans submitted 2/19/2021. Final plans and specs expected 4/2021.	3/17/2021
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	$2,338,216	Local, State	$1,837,170	$4,175,386	56%	$73,465,590	n/a - obligated	ENG2	9/1/2020	$2,338,216	LAA approved 11/30/2020. Pre-final plans submittal planned for 5/2022.	6/28/2021	IDOT/FHWA Coordination Meeting occurred 1/5/2021; Phase 2 kick-off held 2/4/2021. Pre-final plans still planned for 5/2022.	3/24/2021

FFY 2021

TIP ID	Project	Sponsor	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	Current Status	Current Status Date	Prior Status	Prior Status Date
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$243,600	Local	$111,011	$354,611	70%	$6,980,173	n/a - obligated	ENG2	Auth 12/1/2020	$243,600	No change; pre-final plan submittal estimated for 6/2022.	6/30/2021	Phase 2 kick-off meeting held 1/27/2021; pre-final plan submittal estimated for 6/2022.	3/30/2021
18-19-0007	Homewood Station Renovation	Homewood	$9,250,212	Local	$2,312,553	$11,562,765	80%	$11,562,765	n/a - obligated	IMP	Auth 12/11/2020	$9,250,212	Contractor selection anticipated 8/2021; Notice to Proceed expected 10/2021	6/25/2021	Contractor selection anticipated 7/2021; Notice to Proceed expected 9/2021	3/31/2021
09-14-0019	East New York Street	Aurora	$3,125,600	Local, STP-L, TAP-L	$5,612,617	$8,738,217	45%	$11,173,133	n/a - obligated	CON	Auth 3/16/2021	$3,125,600	Let 4/23/21; Notice to proceed issued 6/9/21	6/22/2021	On 4/23/2021 letting	3/10/2021
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$6,334,000	Local	$1,583,500	$7,917,500	80%	$25,541,166	n/a - obligated	ENG	Auth 3/29/2021	$6,334,000	Final design expected 12/2021	7/9/2021	$6,334,000 for ENG obligated 3/29/2021 (#1182-2020-1). Final design expected 10/2021.	3/31/2021
16-20-0002	Harlem Station Bus Bridge Reconstruction	CTA	$901,972	Rebuild Illinois bonds	$3,428,468	$4,330,440	80%	$36,087,000	n/a - obligated	ENG	Auth 3/29/2021	$901,972	Final design and verification planned for 4/2022	7/9/2021	$901,972 for ENG obligated 3/29/2021 (#1182-2020-5-P1). Final design and verification planned for 3/2022.	3/31/2021
12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Plainfield	$5,446,400	Local	$4,546,100	$9,992,500	80%	$60,406,675	n/a - obligated	ROW	Auth 4/8/2021	$5,446,400	ROW certification anticipated 12/2021	6/21/2021	ROW certification still anticipated for 9/2021.	3/26/2021
12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Plainfield	$12,169,985	NHFP, STP-L, Local	$34,814,190	$46,984,175	28%	$60,406,675	9/30/2022	CON/CE	1/2022 Auth 12/2021	$0	Moved into FFY21 to facilitate the use and early federal authorization of INFRA funds awarded to the project by US DOT	8/31/2021	Final plan submittal targeting 7/2021. Target letting shifted to 1/2022 (from 11/2021)	6/21/2021
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	$8,480,000	State	$2,121,000	$10,601,000	80%	$73,465,590	3/31/2021	ROW	Auth (pending)	$0	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	Auth is pending as an amendment to an FFY2017 obligation; Phase 2 kick-off held 2/4/2021. Pre-final plans still planned for 5/2022.	3/24/2021
07-19-0011	Burnham Avenue Grade Separation	Burnham	$3,800,000	TDCH	$760,000	$3,800,000	100%	$67,500,000	n/a - obligated	ENG1	Auth 6/25/2021	$3,637,002	Notice to Proceed with Phase 1 received 6/25/2021	6/30/2021	Obligation deadline automatically extended (only delay is agreement approval). EA and LAA approval expected 6/2021.	3/26/2021
05-16-0005	IDOT East Avenue Improvements (Joliet Road to 55th Street)	Countryside	$1,106,938	Local	$311,062	$1,418,000	80%		9/30/2021	CON/CE	11/2021 Auth 9/10/21	$0	Added to active program from contingency 8/12/2021 due to readiness for obligation.	8/13/2021	Target letting still 9/2021; Included in staff-recommended contingency list for FY2022-2026 program.	6/30/2021
07-19-0017	University Park Metra Reconstruction	University Park	$2,500,000	TDCH	$500,000	$2,500,000	100%	$34,900,000	3/31/2022	ENG1	9/2021	$0	No change; LAA approval expected 6/2021; phase 1 kick-off planned for 7/2021.	6/30/2021	Consultant selected 2/23/2021. LAA approval expected 6/2021; phase 1 kick-off planned for 7/2021. Actively reprogrammed from FFY 2022 to FFY 2021 4/27/2021.	4/27/2021
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$3,909,247	Local, State, Cook Co	$1,429,069	$5,338,316	73%	$5,438,316	3/18/2022	CON/CE	11/2021 Auth 9/2021	$0	Project received additional funds from ITEP; Target letting changed to 11/8/21	7/27/2021	Final plans and specs expected 7/2021; ROW certification expected 8/2021. Target letting now 9/2021.	6/22/2021
01-98-0072	Milwaukee Avenue from Gale St to Jefferson St (Logan to Belmont stage)	CDOT	$11,825,000	Local	$11,825,000	$23,650,000	50%	$25,825,000	3/18/2022	CON	10/2021	$0	Authorization pending in FMIS	8/30/2021	CON agreement submitted 4/7/2021; target letting now 10/13/2021	7/7/2021
05-11-0010	Depot District Streetscape Project	Berwyn	$5,398,000	Local, STP-L, TAP-S, CMAQ	$10,640,947	$16,038,947	37%	$16,718,947	3/18/2022	CON	11/2021 Auth 9/2021	$0	Pre-final plans submitted 5/28/2021; target letting 11/2021	6/30/2021	Phase 2 kick-off held 1/12/2021; pre-final plan submittal planned for 5/2021. Obligation deadeline extension granted 4/13/21.	4/13/2021
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$16,100	Local	$6,900	$23,000	70%	$6,980,173	3/31/2022	ROW	3/2022	$0	No change; ROW certification expected 7/2022	6/30/2021	ROW cerfitication now anticipated for 7/2022.	3/30/2021

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

Chicago Metropolitan Agency for Planning

FFY 2020 - 2024 STP - Shared Fund Active Program Status Report: August 2021

FFY 2022

TIP ID	Project	Sponsor	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	Current Status	Current Status Date	Prior Status	Prior Status Date
01-12-0012	Canal Street Viaducts - Adams to Madison stage	CDOT	$16,000,000	SOCC	$7,000,000	$23,000,000	80%	$23,000,000	3/18/2022	CON/CE	10/2021	$0	Actively reprogrammed to FFY 2022 (based on target authorization/leeting) in order to offset early authorization of 12-06-0013 and maintain a fiscally constrained TIP.	8/31/2021	Final PSEs and UIGA submittal targeting 7/30/21	7/13/2021
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$13,930,000	Local	$3,693,666	$17,623,666	80%	$25,541,166	9/30/2022	CON	8/2022	$0	Final design expected 12/2021; target auth 8/2022	7/9/2021	Final design expected 10/2021; target auth 11/2021	3/31/2021
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	$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	Now targeting June 2022 letting; Total cost and local participation increased.	8/16/2021	No change; final plan submittal for 10/2021 and target letting of 1/2022.	6/8/2021
07-94-0027	Joe Orr Rd Extension	Cook DOTH	$2,500,000	Local	$10,879,808	$13,379,808	20%	$13,379,808	9/30/2022	CON	8/2022 Auth 6/2022	$0	No change; pre-final plan submittal expected 8/2021; ROW certification anticipated 12/2021	7/13/2021	Pre-final plan submittal expected 8/2021; ROW certification anticipated 12/2021. Target letting now 8/2022. Actively reprogrammed from FFY 2021 to FFY 2022 4/27/2021.	3/25/2021
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$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.	6/30/2021	Phase II kick-off meeting held 1/27/2021; pre-final plan submittal estimated for 6/2022. Target letting now 11/2022.	3/30/2021

FFY 2023

TIP ID	Project	Sponsor	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	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	$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 still planned for 5/2022, target letting still 1/2023.	6/28/2021	Phase 2 kick-off held 2/4/2021. Pre-final plans still planned for 5/2022. Target letting still 1/2023.	3/24/2021
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Dolton	$2,000,000	N/A	$0	$2,000,000	100%	$59,000,000	9/30/2023	ENG1	4/2023	$0	No change; Phase 1 QBS ad planned for 1/2023 and consultant selection 4/2023.	6/30/2021	No change; Phase 1 QBS ad planned for 1/2023 and consultant selection 4/2023.	3/26/2021

FFY 2024

TIP ID	Project	Sponsor	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	Current Status	Current Status Date	Prior Status	Prior Status Date
01-12-0013	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	$39,200,000	SOCC	$9,800,000	$49,000,000	80%	$52,000,000	9/30/2024	CON/CE	5/2022	$0	No change; Phase 2 kick-off held 4/1/2021; pre-final plan submittal planned for 12/2021.	7/13/2021	Phase 2 kick-off held 4/1/2021; pre-final plan submittal planned for 12/2021.	4/6/2021

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

Chicago Metropolitan Agency for Planning

FFY 2020 - 2021 STP - Shared Fund Contingency Program Status Report: August 2021

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	Project	Sponsor	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
3	CFP01-19-0013	01-12-0012	Canal Street Viaducts - Taylor to Harrison stage	CDOT	bridge rehab or reconstruction	C/CE			$60,000,000			$60,000,000	$60,000,000	7/2022	Did not request funding in FFY 2022-2026 program; to be removed from this list on 9/30/21.	No June update submitted	Pre-final plans anticipated 4/2021	4/6/2021
13	CFP01-19-0014	01-12-0015	Grand Avenue Bridge and Viaduct	CDOT	bridge rehab or reconstruction	CON		$25,600,000				$25,600,000	$28,000,000	7/2022	Included in staff recommended FFY 2022-2026 active program: $17.6M in FFY 2026.	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
13	CFP01-19-0014	01-12-0015	Grand Avenue Bridge and Viaduct	CDOT	bridge rehab or reconstruction	CE		$2,400,000				$2,400,000	$28,000,000	7/2022	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
15	CFP17-19-0003		South Halsted Bus Enhancements	Pace	bus speed improvement	CON				$40,840,000		$40,840,000	$71,237,313	12/2021	Included in staff-recommended FFY 2022-2026 contingency program.	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
18	CFP16-19-0030	16-20-0002	Harlem Station Bus Bridge Reconstruction	CTA	transit station	CON			$23,072,997			$23,072,997	$23,072,997	9/2022	Final design and verification planned for 3/2022; Included in staff-recommended FFY2022-2026 contingency program	7/9/2021	$901,972 for ENG obligated 3/29/2021 (#1182-2020-5-P1). Final design and verification planned for 3/2022; New application received in FY2022-2026 call for projects	3/31/2021
22	CFP09-19-0010		Dauberman Road Extension	Kane Co DOT	road expansion	CON		$19,431,000				$19,431,000	$19,431,000	3/2022 Auth 1/2022	Pre-final plan submittal planned for 10/2021; target letting now 3/2022; Included in staff-recommended FFY 2022-2026 contingency program	6/25/2021	Pre-final plan submittal planned for 5/2021; no change to target letting; ; New application received in FY2022-2026 call for projects	3/23/2021
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	truck route improvement	ENG2	$853,000					$853,000	$4,809,000	8/2021	Phase 2 kick-off planned 8/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/14/2021	Phase 2 consultant selected 2/24/2021, kick-off planned 5/2021; New application received in FY2022-2026 call for projects	3/29/2021
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	truck route improvement	ROW	$480,000					$480,000	$4,809,000	1/2023	ROW certification still anticipated for 9/2023; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/14/2021	ROW certification still anticipated for 9/2023; New application received in FY2022-2026 call for projects	3/29/2021
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	truck route improvement	CON		$2,624,000				$2,624,000	$4,809,000	11/2023	Pre-final plan sumbittal estimated for 6/2023; Target letting remains 11/2023; Included in staff recommended FFY 2022-2026 active program: $3.28M in FFY 2026	6/14/2021	Phase 2 kick-off anticipated for 5/2021; pre-final plan sumbittal estimated for 6/2023	3/29/2021
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	truck route improvement	CE		$852,000				$852,000	$4,809,000	11/2023	Pre-final plan sumbittal estimated for 6/2023; Target letting remains 11/2023; Included in staff recommended FFY 2022-2026 active program: $825K in FFY 2026	6/14/2021	Phase 2 kick-off anticipated for 5/2021; pre-final plan sumbittal estimated for 6/2023; New application received in FY2022-2026 call for projects	3/29/2021
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	corridor or small area safety	CON			$2,448,913			$2,448,913	$2,620,331	11/2022 (Auth 10/2022)	Phase 2 notice to proceed issued 6/15/21; Pre-final plans targeting 7/2022; Target letting now 11/2022; Included in staff-recommended FFY 2022-2026 contingency program	6/16/2021	Pre-final plan submittal now estimated for 2/2022; target letting 9/2022; New application received in FY2022-2026 call for projects	3/30/2021

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

Chicago Metropolitan Agency for Planning

FFY 2020 - 2021 STP - Shared Fund Contingency Program Status Report: August 2021

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	Project	Sponsor	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	corridor or small area safety	CE			$171,418			$171,418	$2,620,331	11/2022 (Auth 10/2022)	Phase 2 notice to proceed issued 6/15/21; Pre-final plans targeting 7/2022; Target letting now 11/2022; Included in staff-recommended FFY 2022-2026 contingency program	6/16/2021	Pre-final plan submittal now estimated for 2/2022; target letting 9/2022; New application received in FY2022-2026 call for projects	3/30/2021
29	CFP02-19-0005	02-20-0015	Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	road reconstruction	ENG2	$440,000					$440,000	$4,730,000	10/2021	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
29	CFP02-19-0005		Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	road reconstruction	CON					$3,850,000	$3,850,000	$4,730,000	12/2023 (Auth 9/2023)	Included in staff-recommended FFY 2022-2026 contingency program	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
29	CFP02-19-0005		Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	road reconstruction	CE					$440,000	$440,000	$4,730,000	12/2023 (Auth 9/2023)	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update; New application received in FY2022-2026 call for projects	3/5/2021
30	CFP04-19-0002	04-18-0006	Armitage Avenue Reconstruction	Melrose Park	truck route improvement	ENG2	$400,000					$400,000	$7,124,000	9/2021	DA approval expected 9/2021; Phase 2 kick-off planned for 4/2022; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/30/2021	DA approval expected 6/2021; Phase 2 kick-off planned for 1/2022; New application received in FY2022-2026 call for projects	3/31/2021
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	truck route improvement	CON		$6,224,000				$6,224,000	$7,124,000	6/2023	Pre-final plans submittal 3/2023; target letting 9/2023; Included in staff recommended FFY 2022-2026 contingency program	6/30/2021	Pre-final plans submittal 12/2022; target letting 6/2023; New application received in FY2022-2026 call for projects	3/31/2021
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	truck route improvement	CE		$500,000				$500,000	$7,124,000	6/2023	Pre-final plans submittal 3/2023; target letting 9/2023; Included in staff recommended FFY 2022-2026 contingency program	6/30/2021	Pre-final plans submittal 12/2022; target letting 6/2023; New application received in FY2022-2026 call for projects	3/31/2021
32	CFP01-19-0018		606 Trail Extension to Elston + Clybourn (Metra UP North/NW) Station Relocation	Cook Co DOTH	transit station	CON	$86,490,080					$86,490,080	$86,490,080	TBD	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update; Project applied for CMAQ funding in the FFY2022-2026 call for projects	
35	CFP17-19-0039	17-18-0002	Pulse 95th Street Line	Pace	bus speed improvement	CON					$21,040,000	$21,040,000	$21,040,000	7/2024	Recommended for CMAQ funding, will not be included in this list after 9/30/21	No June update submitted	No March update; New application received in FY2022-2026 call for projects	
36	CFP02-19-0003		Chestnut Avenue Improvements from Leigh Av to IL 43 (Waukegan Rd)	Glenview	road reconstruction	CON		$2,740,200				$2,740,200	$3,028,200	9/2022 (Auth 8/2022)	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update	
36	CFP02-19-0003		Chestnut Avenue Improvements from Leigh Av to IL 43 (Waukegan Rd)	Glenview	road reconstruction	CE		$288,000				$288,000	$3,028,200	9/2022 (Auth 8/2022)	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	No March update	
41	CFP09-19-0018		McLean Boulevard from Spring St to IL 31	South Elgin	road expansion	CON		$6,628,046				$6,628,046	$7,989,046	6/2022	Consultant selected 3/15/2021; Phase 2 kick-off planned for 7/2021; pre-final plan submittal 11/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/22/2021	DA approval received 2/17/2021; Phase 2 kick-off planned for 4/2021; pre-final plan submittal 1/2022	3/12/2021

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

Chicago Metropolitan Agency for Planning

FFY 2020 - 2021 STP - Shared Fund Contingency Program Status Report: August 2021

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	Project	Sponsor	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
42	CFP09-19-0018		McLean Boulevard from Spring St to IL 31	South Elgin	road expansion	CE		$662,805				$662,805	$662,805	6/2022	Consultant selected 3/15/2021; Phase 2 kick-off planned for 7/2021; pre-final plan submittal 11/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/22/2021	DA approval received 2/17/2021; Phase 2 kick-off planned for 4/2021; pre-final plan submittal 1/2022	3/12/2021
43	CFP12-19-0021	12-06-0005	80th Avenue (CH 83) from 183rd St to 191st St	Will Co DOT	bridge rehab or reconstruction	CON		$19,640,804				$19,640,804	$19,640,804	9/2021	ROW certification expected 8/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/22/2021	ROW certification expected 4/2021; etimated 6/2021 letting	3/17/2021
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	transit station	ENG2	$3,589,624					$3,589,624	$35,589,026	4/2022	NEPA process initiation expected 1/2022; Engineering and design FTA grant approval anticipated 4/2022. Determined to be ineligible for consideration in the FFY 2022 - 2026 program; to be removed from this list on 9/30/21	7/9/2021	NEPA process initiation expected 1/2022; Engineering and design FTA grant approval anticipated 4/2021; New application received in FY2022-2026 call for projects	3/31/2021
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	transit station	CON			$31,999,402			$31,999,402	$35,589,026	1/2023	NEPA process initiation expected 1/2022; Engineering and design FTA grant approval anticipated 4/2022. Determined to be ineligible for consideration in the FFY 2022 - 2026 program; to be removed from this list on 9/30/21	7/9/2021	NEPA process initiation expected 1/2022; Engineering and design FTA grant approval anticipated 4/2021; New application received in FY2022-2026 call for projects	3/31/2021
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	road expansion	ROW	$180,000					$180,000	$9,462,742	immediate	Initiation pending ROW acquisition funding; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	Initiation pending ROW acquisition funding; New application received in FY2022-2026 call for projects	3/19/2021
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	road expansion	CON		$7,969,942				$7,969,942	$9,462,742	TBD	If funding is awarded, ready to initiate phase; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	If funding is awarded, ready to initiate phase; New application received in FY2022-2026 call for projects	3/19/2021
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	road expansion	CE		$1,312,800				$1,312,800	$9,462,742	TBD	If funding is awarded, ready to initiate phase; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	If funding is awarded, ready to initiate phase; New application received in FY2022-2026 call for projects	3/19/2021
47	CFP04-19-0003		Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Maywood	road reconstruction	CON		$3,840,000				$3,840,000	$4,224,000	11/2022 (Auth 9/2022)	Pre-final plan submittal planned for 2/2022; target letting still 11/2022; Included in staff recommended FFY 2022-2026 contingency program	6/28/2021	Pre-final plans expected 5/2021; target letting 11/2022; New application received in FY2022-2026 call for projects	3/1/2021
47	CFP04-19-0003		Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Maywood	road reconstruction	CE		$384,000				$384,000	$4,224,000	11/2022 (Auth 9/2022)	Pre-final plan submittal planned for 2/2022; target letting still 11/2022; Included in staff recommended FFY 2022-2026 contingency program	6/28/2021	Pre-final plans expected 5/2021; target letting 11/2022; New application received in FY2022-2026 call for projects	3/1/2021
51	CFP11-19-0010	11-21-0014	Randall Road from Alexandra Blvd to Acorn Ln	McHenry Co DOT	road expansion	CON					$18,400,000	$18,400,000	$18,400,000	10/2023	No change; Phase 2 QBS consultant selected, but phase not started; Included in staff recommended FFY 2022-2026 contingency program	6/10/2021	Phase 2 QBS consultant selected, but phase not started; New application received in FY2022-2026 call for projects	3/18/2021

Chicago Metropolitan Agency for Planning

FFY 2020 - 2021 STP - Shared Fund Contingency Program Status Report: August 2021

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Sponsor	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	ENG2	$36,628					$36,628	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	ENG2		$1,376,862				$1,376,862	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	ROW		$2,000,000				$2,000,000	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	CON		$457,850				$457,850	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	CE		$45,785				$45,785	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	CON				$34,860,772		$34,860,772	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	road expansion	CE				$3,486,077		$3,486,077	$42,263,974	TBD	DA approval expected 9/2021; Included in staff recommended FFY 2022-2026 contingency program	6/25/2021	DA approval expected 6/2021; New application received in FY2022-2026 call for projects	3/19/2021
61	CFP12-19-0011	12-20-0023	Will Road Reconstruction Project	Diamond	truck route improvement	ENG2	$250,000					$250,000	$7,500,000	2022	Funded in Will Council STP-L program in FFY 2024; Included in staff recommended FFY 2022-2026 contingency program	6/2/2021	Funded in Will Council STP-L program in FFY 2024; New application received in FY2022-2026 call for projects	3/1/2021
61	CFP12-19-0011	12-20-0023	Will Road Reconstruction Project	Diamond	truck route improvement	ROW	$160,000					$160,000	$7,500,000	2022	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/2/2021	New application received in FY2022-2026 call for projects	3/1/2021
61	CFP12-19-0011	12-20-0023	Will Road Reconstruction Project	Diamond	truck route improvement	CON		$6,103,000				$6,103,000	$7,500,000	3/2023	Target letting March 2023; Included in staff recommended FFY 2022-2026 contingency program	6/2/2021	New application received in FY2022-2026 call for projects	3/1/2021
61	CFP12-19-0011	12-20-0023	Will Road Reconstruction Project	Diamond	truck route improvement	CE		$987,000				$987,000	$7,500,000	3/2023	Target letting March 2023; Included in staff-recommended contingency list for FY2022-2026 program.	6/2/2021	New application received in FY2022-2026 call for projects	3/1/2021
62	CFP12-19-0026		Laraway Road from Gougar Road to Cedar Road (Nelson to Cedar)	Will Co DOT	road expansion	CON		$15,448,885				$15,448,885	$23,398,885	9/2021 (Auth 8/2021)	Draft C/CE agreements submittal planned for 6/2021; target letting 9/2021; Did not request funding for this section in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/22/2021	No March update; New application received in FY2022-2026 call for projects	3/31/2021
62	CFP12-19-0026		Laraway Road from Gougar Road to Cedar Road (Gouger to Nelson)	Will Co DOT	road expansion	CON				$7,950,000		$7,950,000	$23,398,885	8/2026	Phase 2 consultant selected 4/15/2021; pre-final plans estimated for 5/2023; target letting 8/2026; Included in staff recommended FFY 2022-2026 active program: $17.6M in FFY 2026	6/22/2021	No March update; New application received in FY2022-2026 call for projects	3/31/2021

Chicago Metropolitan Agency for Planning

FFY 2020 - 2021 STP - Shared Fund Contingency Program Status Report: August 2021

PROJECT INFORMATION							REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Sponsor	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	highway rail grade crossing	ENG2	$1,774,253					$1,774,253	$28,668,888	10/2022	No change; DA expected 12/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/18/2021	DA now expected 12/2021; New application received in FY2022-2026 call for projects	3/4/2021
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	highway rail grade crossing	ROW		$2,942,224				$2,942,224	$28,668,888	10/2022	No change; DA expected 12/2021; Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	6/18/2021	DA now expected 12/2021; New application received in FY2022-2026 call for projects	3/4/2021
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	highway rail grade crossing	CON			$22,178,158			$22,178,158	$28,668,888	11/2025	No change; Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024; Included in staff recommended FFY 2022-2026 contingency program	6/18/2021	Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024; New application received in FY2022-2026 call for projects	3/4/2021
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	highway rail grade crossing	CE			$1,774,253			$1,774,253	$28,668,888	11/2025	No change; Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024; Included in staff recommended FFY 2022-2026 contingency program	6/18/2021	Pre-final plans anticipated 5/2024; ROW certification anticipated 8/2024; New application received in FY2022-2026 call for projects	3/4/2021
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	road expansion	ENG2	$396,000					$396,000	$6,400,000	TBD	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	Pre-final submission still anticipated 11/2021	3/30/2021
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	road expansion	ROW	$563,200					$563,200	$6,400,000	TBD	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	ROW certification still anticipated 3/2022	3/30/2021
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	road expansion	CON		$4,946,160				$4,946,160	$6,400,000	4/2024	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	Pre-final submission still anticipated 11/2021	3/30/2021
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	road expansion	CE		$494,640				$494,640	$6,400,000	4/2024	Did not request funding for this phase in FFY 2022-2026 program; to be removed from this list on 9/30/21	No June update submitted	Pre-final submission still anticipated 11/2021	3/30/2021

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

Chicago Metropolitan Agency for Planning

Regional STP Accounting Summary - August 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.

In Progress: FFY 2021

Updated: 8/31/2021

	STP Shared Fund	All Councils	Redistribution
Start of FFY21			
FFY21 Allotment	$40,000,000	$140,958,726	$0
Carryover from FFY20 (expires 3/31/21)	$37,581,784	$0	n/a
Carryover from FFY20 (no expiration)*	$592,287	$871,776	n/a
FFY21 Mark (allotment + carryover)	$78,174,071	$141,830,502	$0
Programmed (current year + extended)			
Programmed	$39,648,347	$132,346,920	n/a
Extended from FFY20	$37,581,784	$0	n/a
Unprogrammed (available for active reprogramming)	$943,940	$7,490,522	n/a
Program adjustments throughout FFY21			
Cost changes	$4,777,500	$2,759,172	n/a
Active Reprogramming			
Moved out of FFY21 (including expired extensions)	-$19,447,485	-$7,508,986	n/a
Moved into FFY21	$15,776,923	$11,805,509	n/a
Revised program	$78,337,069	$141,395,675	n/a
Mark adjustments throughout FFY21			
Funds from redistribution	$0	$0	$0
Funds from obligation remainders	$162,998	$0	n/a
Extended funds that expired	$0	$0	$0
Revised FFY21 mark	$78,337,069	$141,830,502	$0
Revised unprogrammed	$0	$434,827	n/a
Obligations and Extensions			
Obligated	$28,938,786	$70,254,007	n/a
Obligation Remainders (eligible to reprogram or carryover)	$0	$833,052	n/a
Unobligated	$49,398,283	$71,141,668	n/a
Extended (eligible to carryover)	$39,648,347	$57,934,657	n/a
Proceeded without extension (ineligible to carryover)	$0	$8,205,051	n/a
Unprogrammed (ineligible to carryover)	$0	$434,827	n/a
End of FFY21			
Carryover (remainders + extended; capped at 1 yr. allotment)	$39,648,347	$58,767,709	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	$0	$8,639,878	n/a

*The All Councils carryover is due to a balance accrued by three communities prior to inclusion in the CMAP Metropolitan Planning Area

Chicago Metropolitan Agency for Planning

Regional STP Accounting Summary - August 2021

Projected: FFY 2022 - FFY 2025

	STP-SF	All Councils	Redistribution
Start of FFY22			
FFY22 Allotment	$39,927,035	$133,973,149	$8,639,878
Carryover from FFY21 (expires 3/31/22)	$39,648,347	$57,934,657	n/a
Carryover from FFY21 (no expiration)	$0	$833,052	n/a
FFY22 Mark	$79,575,382	$192,740,858	$8,639,878
Programmed (current year + extended)	$79,575,382	$182,522,071	n/a
Unprogrammed (available for active reprog.)	$0	$10,218,787	n/a
End of FFY22			
Carryover (remainders + extended; capped at 1 yr. allotment)	$0	$0	n/a
Transfer to Redist (unprogrammed or ob remainders > cap)	$0	$9,371,080	n/a

	STP-SF	All Councils	Redistribution
Start of FFY23			
FFY23 Allotment	$39,947,672	$130,145,343	$18,010,958
Carryover from FFY22 (expires 3/31/23)	$0	$0	n/a
Carryover from FFY22 (no expiration)	$0	$0	n/a
FFY23 Mark	$39,947,672	$130,145,343	$18,010,958
Programmed (current year + extended)	$39,947,672	$122,137,998	n/a
Unprogrammed (available for active reprog.)	$0	$8,007,345	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	$9,700,155	n/a

	STP-SF	All Councils	Redistribution
Start of FFY24			
FFY24 Allotment	$39,200,000	$130,145,343	$27,711,113
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	$27,711,113
Programmed (current year + extended)	$39,200,000	$121,792,309	n/a
Unprogrammed (available for active reprog.)	$0	$8,353,034	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	$8,279,546	n/a

Chicago Metropolitan Agency for Planning

Regional STP Accounting Summary - August 2021

	STP-SF	All Councils	Redistribution
Start of FFY25			
FFY25 Allotment	$22,966,825	$130,145,343	$35,990,659
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	$35,990,659
Programmed (current year + extended)	$0	$122,232,360	n/a
Unprogrammed (available for active reprog.)	$22,966,825	$7,460,946	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)	$22,966,825	$7,979,735	n/a

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

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: **Subregional Planning Liaisons and CDOT staff**

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

From: CMAP Staff

Date: August 18, 2021

Re: FFY 2022 – 2026 Programming Marks for STP-Local, STP-Shared Funds, and CRRSAA funds

---

On January 8, 2021 the Illinois Department of Transportation published circular letter 2021-03 that provided the Federal Fiscal Year (FFY) 2022 STP Local (STP-L) funding allotment for the CMAP region. The FFY 22 allotment of $153,112,169 is the most current allotment and is being used as the allotment of STP funds 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 2022-26 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, and to prevent any council from receiving 20% more or less than their FFY 2017 mark in the second FFY of the agreement, which is FFY 22. Programming marks for the STP-L are shown in Table 1 and the STP-Shared Fund in Table 2.

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA), division M, Public Law (Pub. L. No. 116-260), was enacted. Through this act $42,647,427 has been made available to the CMAP region. IDOT circular letter 2021-13 provides more details on this one-time source of additional funds for the region. Eligibility for these funds are similar to the STP funds distributed to the councils and CDOT on an annual basis. As such CMAP will be distributing these funds in a manner that is similar the annual STP-Local distribution process. Due to the small amount (relative to the annual STP-Local amount) of funds available to the region, smoothing was not applied. These funds were subject to the 12.5% STP-Shared fund take down and are shown in Table 3. These funds will only be

available for programming in the TIP in FFY 2022 and will be subject to project selection and active program management guidance to be issued no later than September 30, 2021.

Table 1. FFY 2022-2026 STP Programming Marks

Council	FFY 22	FFY23*	FFY24*	FFY25*	FFY26*
Central	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Chicago	$57,058,166	$55,301,528	$55,301,528	$55,301,528	$55,301,528
DuPage	$13,470,619	$12,961,303	$12,961,303	$12,961,303	$12,961,303
Kane/Kendall	$9,214,329	$8,824,657	$8,824,657	$8,824,657	$8,824,657
Lake	$8,328,813	$7,964,441	$7,964,441	$7,964,441	$7,964,441
McHenry	$3,937,554	$3,698,647	$3,698,647	$3,698,647	$3,698,647
North Central	$3,949,439	$3,710,192	$3,710,192	$3,710,192	$3,710,192
North Shore	$4,663,576	$4,403,925	$4,403,925	$4,403,925	$4,403,925
Northwest	$9,482,552	$9,085,217	$9,085,217	$9,085,217	$9,085,217
South	$7,538,095	$7,266,888	$7,266,888	$7,266,888	$7,266,888
Southwest	$5,455,788	$6,405,710	$6,405,710	$6,405,710	$6,405,710
Will	$7,874,218	$7,522,835	$7,522,835	$7,522,835	$7,522,835
Total	$133,973,148	$130,145,343	$130,145,343	$130,145,343	$130,145,343

** STP 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.*
The FFY 23-26 Programming Marks shown in the TIP assume STP funding for the region will not be less than what is available for FFY 22.

Table 2. Shared Fund Programming Marks for FFY 2022-2026

FFY	% of STP allotment for Shared Fund	IDOT Contribution*	STP-L amount to the shared fund	Total STP-SF
FFY 22	12.5%	$20,000,000	$19,139,021	$39,139,021
FFY 23	15.0%	$0	$22,966,825	$22,966,825
FFY 24	15.0%	$0	$22,966,825	$22,966,825
FFY 25	15.0%	$0	$22,966,825	$22,966,825
FFY 26	15.0%	$0	$22,966,825	$22,966,825
Total		$20,000,000	$111,006,323	$136,337,251

** As part of the STP agreement IDOT provided $75 million to the Shared Fund ($30 million in 2020, $25 million in 2021 and $20 million in 2022.)*

Table 3. Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Programming Marks for FFY 2022

Council	FFY 2022
Central	$635,484
Chicago	$15,877,003
DuPage	$3,736,815
Kane/Kendall	$2,550,716
Lake	$2,304,067
McHenry	$1,080,938
North Central	$1,084,249
North Shore	$1,283,163
Northwest	$2,625,427
South	$2,104,058
Southwest	$1,857,133
Will	$2,177,446
Local Total	$37,316,499
Shared Fund (12.5%)	$5,330,928
Regional Total	$42,647,427

Guidance for the Programming and Active Program Management of CRRSAA funds

Contents

Background 2
Regional Funding Distribution 2
Project Selection and Programming 2
Eligible Projects 3
Project Types 3
Readiness 4
Eligible project phases 4
Local match requirements 4
Program development schedule 4
Combining federal fund sources 5
Project Management 5
Program Management 5
Award Letters 5
Obligation Deadlines 6
Active Reprogramming 7
Carryover Limitations and Redistribution of Unobligated Funding 7
Additional Provisions 8
Appendix A – Examples of programming CRRSAA with other federal fund sources 9
Example 1. Different fund sources by phase 9
Example 2. Phase funded with a combination of CRRSAA and STP funds 10
Example 3. Phase funded with a combination of CRRSAA and STP funds; STP funds are matched with Toll Credits 11

Background

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) was enacted. As detailed in IDOT Circular Letter 2021-13, this Act included a local government component that resulted in the allocation of $42,647,247 to be programmed and managed by CMAP. Although these funds are not Surface Transportation Program (STP) funds, IDOT distributed the funds within the state according to their procedures for the distribution of STP funds and determined that the use of these funds shall generally follow STP guidelines. Similarly, CMAP will distribute funds throughout the region according to the performance-based STP distribution formula agreed to by the Councils of Mayors and City of Chicago in 2017, including an allocation for regional projects to be selected and programmed by CMAP's STP Project Selection Committee (STP PSC). The councils, CDOT, and the STP PSC (hereafter the "selecting bodies") shall select projects from their existing STP active and/or contingency programs that are in effect on October 15, 2021 to utilize these funds. This document establishes guidance for project selection and the active program management of the funds, in conjunction with each selecting body's STP programs.

Regional Funding Distribution

The CMAP region established a performance-based distribution formula for STP funding in 2017. This formula, when applied to the CRRSAA funds results in the following programming marks:

Council	FFY 2022
Central	$635,484
Chicago	$15,877,003
DuPage	$3,736,815
Kane/Kendall	$2,550,716
Lake	$2,304,067
McHenry	$1,080,938
North Central	$1,084,249
North Shore	$1,283,163
Northwest	$2,625,427
South	$2,104,058
Southwest	$1,857,133
Will	$2,177,446
Shared Fund (12.5%)	$5,330,928
Regional Total	**$42,647,427**

When programming in the TIP, the STP PSC will use "CRRSAA-Shared" and the councils and CDOT will use "CRRSAA-Local."

Project Selection and Programming

In order to maximize the impact of these funds on the region's recovery from the Coronavirus pandemic and ensure that funds are obligated prior to sunsetting, project selection should balance

consideration of the amount of funds available, project readiness, and implementing projects that have a meaningful innovation, equity and safety impact on the region's ongoing recovery efforts.

Eligible Projects

There will not be a separate call for CRRSAA-funded projects. Projects utilizing CRRSAA funds must be chosen from the selecting body's current (as of October 15, 2021) STP active or contingency programs. These selections should be made as soon as possible, but no later than Wednesday, November 24, 2021, as described in the program development schedule guidance below.

CRRSAA funds may also be used to provide cost increases for project phases that have not been federally authorized (including AC authorizations) and have not submitted a draft local agency agreement or draft UIGA as of October 1, 2021. CRRSAA funds cannot be added to already obligated phases or to agreements pending IDOT review and execution. It will be at the discretion of the selecting body to determine if any cost increases funded with CRRSAA may be used to exceed the body's STP maximum participation (dollars or percentage) thresholds. Additional information about using multiple federal fund sources on a single project phase is included later in this guidance.

Project Types

Selecting bodies are encouraged to direct funding first to projects that promote innovation, equity, and/or safety or, when considering readiness, to direct funds to projects that, if removed from the body's STP program, would result in projects of these types being advanced from an out year of a selecting body's active program or contingency program.

Innovation

Innovation is bringing leading edge technology to transportation and reimaging mobility. For instance, projects utilizing ITS technology to achieve greater safety or congestion reduction results at a lower cost; projects that include transit signal priority or signal interconnects (without added through lanes); and/or projects that convert traditional intersections to modern roundabouts are examples of innovation.

Equity

Ensuring safe and affordable access to transportation for all users and providing technical and financial assistance to our region's lowest-capacity communities and users promotes equity. Projects within the region's highest need community cohorts or projects serving minority groups under the poverty line, projects that go beyond basic ADA compliance to implement ADA transition plan recommendations, and projects that serve the region's essential workers and provide access to and from essential services such as health care, food, and education are examples of projects that support equity.

Safety

Ensuring that our region's transportation system is safe for all users is among our highest priorities. While even maintenance projects provide some safety improvements, projects that are primarily focused on addressing safety for motorists, bicyclists, and/or pedestrians in areas that have a critical Safer Road Index rating or projects that have high crash reduction factors for motorists and/or bicyclists and pedestrians are examples of projects that do the most to support safety.

Readiness

In addition to directing funds toward specific project types, CRRSAA funds should be programmed for project phases targeting obligation within FFY 2022. The obligation deadline, discussed in more detail below, for these funds will be September 30, 2022.

Eligible project phases

Phases eligible for CRRSAA funding will be the same as the selecting body's phase eligibility criteria from the most-recently completed call for STP projects (the January 2020 call for councils and CDOT and the January 2021 call for the STP PSC).

Local match requirements

The match requirements for CRRSAA funds will be the same as the selecting body's match requirements from the most-recently completed call for STP projects (the January 2020 call for councils and CDOT and the January 2021 call for the STP PSC). Toll credits cannot be used to match CRRSAA funds. If CRRSAA funds will be used to replace STP funds on a project that is currently approved for the use of toll credits, the toll credits will not be used. Exceptions may be considered in consultation with CMAP staff.

Program development schedule

Each body shall develop a program of CRRSAA-funded projects for CMAP staff review by Wednesday, November 24, 2021. CMAP staff will review and approve the programs by Friday, December 3, 2021 in order to facilitate inclusion of the approved programs in the TIP amendment cycle that closes on December 7, 2021. Programs may also be submitted earlier for inclusion in the TIP amendment cycle that closes on November 9, 2021.

Concurrent with the development of the CRRSAA program, the selecting body will be expected to utilize STP Active Program Management (APM) procedures to fill any gaps created in the FFY 2022 STP active program due to the shifting of project phases from STP to CRRSAA funding. This re-programming should be completed as soon as possible, but no later than Friday December 31, 2021.

Program Development Action	Final Deadline	Alternate Early Action Deadline
Submit FFY 2022 CRRSAA program to CMAP staff for review	**Wednesday, November 24**	Friday, October 29
CMAP staff approval	**Friday, December 3**	Friday, November 5
TIP changes due	**Tuesday, December 7**	Tuesday, November 9
Submit revised STP program to CMAP	**Friday, December 31**	Prior to submitting TIP changes involving STP-funded project phases

If funding gaps in the FFY 2022 STP active program are not filled through APM, unprogrammed STP funds will be subject to the carryover limitations of the region's APM policies for STP and may be withdrawn from the selecting body's programming marks. The selecting body may utilize APM or the next call for STP projects to fill any gaps created in FFYs 2023 through 2025.

Combining federal fund sources

CRRSAA funds may be used in combination with other federal fund sources, including STP, however CRRSAA funds cannot be used to match any other federal fund sources. See Appendix A for examples of programming with multiple federal fund sources.

Project Management

Project management provisions for CRRSAA-funded project phases shall be the same as STP-funded project phases. This includes any training required by selecting bodies, designation of project managers, and submission of quarterly status updates.

Program Management

The selecting bodies shall incorporate the projects selected for CRRSAA funding into their STP Active Programs in such a way that it is clear what the programming marks, funds programmed, funds obligated, funds unprogrammed, and funds unobligated are for both CRRSAA and STP funds. CMAP staff will maintain a regional accounting report for the CRRSAA funding.

Award Letters

For all projects selected to be wholly or partially funded with CRRSAA funds, the selecting body staff shall issue an award letter to the project sponsor that includes, at a minimum:

- The amount of CRRSAA funding awarded
- The required local matching funds for the CRRSAA funding
- The amount of any STP funding that remains programmed for any phase(s) of the project
- The required local matching funds for any STP funding
- The obligation deadline for all CRRSAA and STP funded phases
- A link to this guidance and, if applicable, regional and selecting body STP APM policies

- A statement notifying the sponsor that this award letter supersedes any previously issued STP award letter(s)

A copy of the award letter shall be provided to CMAP staff and shall be attached to the project record in the eTIP database.

Obligation Deadlines

The obligation deadline for all projects utilizing CRRSAA funds will be September 30, 2022. If the ability to meet this deadline is in question, based on the March 2022 quarterly status update, the project sponsor may, by April 30, 2022, either:

1. Request a six (6) month extension of the phase obligation deadline.
    a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended deadline will be March 31 of the following calendar year.
    b. For Construction/Construction Engineering, the extended deadline will be the federal authorization date for the April state letting in the following calendar year.

    Programmed funds will be eligible to be carried over to FFY 2023 if the request is approved. If an extended project phase misses the extended obligation deadline, the phase, and all subsequent phases of the project, will immediately be moved to the selecting body's STP contingency program, and the CRRSAA funds programmed will be removed from the selecting body's programming mark and reprogrammed as described later in this document. If the end of the six-month extension period has been reached, and the phase remains unobligated solely due to agreement review and the agreement was submitted to IDOT before July 30, 2022 (Phase 1 of Phase 2 Engineering phases) or September 30, 2022 (construction and/or CE phases) in a good faith attempt to ensure timely obligation of funds within the programmed FFY, an additional three-month extension will be automatically granted for that phase. The additional extension will be to June 30, 2023 for engineering and right-of-way phases, and to the federal authorization date for the August 2023 state letting for construction/construction engineering phases.

2. Request the current phase and all subsequent phases be immediately removed from the CRRSAA program and placed in the selecting body's STP contingency program. Programmed funds will not be automatically carried over, but will be available for immediate active reprogramming by the selecting body in the current FFY as described below. The obligation deadline for the phase will be removed, and the phase will remain eligible for a future CRRSAA or STP extension request.

3. Proceed at their own risk. If the programmed funds are not obligated as of September 30, 2022 the programmed phase and all subsequent phases will be removed from the CRRSAA and STP programs, and will not be added to the selecting body's STP

contingency program. Programmed funds will not be carried over or available for reprogramming, and will be permanently removed from the selecting body's programming mark.

Requests for extensions will be reviewed by selecting body staff or the selecting body in consultation with CMAP, and as needed, IDOT and/or FHWA staff. Extensions will be granted based only on the ability of the sponsor to meet the extended obligation deadline. The reason for delay, whether within sponsor control or not, shall not be a factor in decisions to grant extensions. If an extension request is denied, the sponsor may choose another option or may appeal to CMAP staff, who may elevate the appeal to the CMAP STP Project Selection Committee for final consideration.

Requests for CRRSAA obligation deadline extensions after the April 30, 2022 deadline will not be considered.

Active Reprogramming

It is the goal of the region to obligate 100% of the federal CRRSAA funding allotted to the region. Recognizing that implementation delays can and do occur, selecting bodies shall have the flexibility to actively reprogram funds. Active reprogramming can occur at any time, and requires that the selecting body publish an updated STP/CRRSAA active program and an updated STP contingency program prior to making TIP changes associated with the reprogramming. Unless specifically prohibited by policies of the selecting body, staff of the selecting body shall have the authority to publish program updates without selecting body action.

Active reprogramming of CRRSAA funds can be used for:

- Cost changes for already obligated phases funded with CRRSAA funds; CRRSAA funds cannot be used for cost changes on STP-funded phases
- Cost changes for current FFY phases programmed with CRRSAA funds that are expected to meet the obligation deadline
- Accelerating phases programmed in out years of the selecting body's STP active program that are ready to obligate in the current FFY
- Accelerating phases included in the selecting body's STP contingency program that are ready to obligate in the current FFY

Selecting bodies have discretion in determining the relative priority of active reprogramming techniques. Any project phase(s) moved into the current FFY through active reprogramming is subject to the same obligation deadlines as all other current year phases.

Carryover Limitations and Redistribution of Unobligated Funding

Each selecting body is responsible for obligating 100% of the CRRSAA funding available to it in FFY 2022. Unobligated funds may only be carried over to FFY 2023 under the following circumstances:

1. The unobligated funds were programmed for a project phase(s) that was granted an obligation deadline extension.
2. The unobligated funds are the result of an "obligation remainder" that occurs when the actual federal obligation was less than the funding programmed for the project phase.

At the end of FFY 2022, unprogrammed CRRSAA funds will be withdrawn from all individual selecting bodies and will be reprogrammed by CMAP staff for ready to obligate phases of projects from any selecting body's program that promote innovation, equity, and/or safety. Priority for this reprogramming will be given as follows:

- Regional program projects will be considered before local program projects.
- Construction phases will be considered before right-of-way, right-of-way before phase 2 engineering, and phase 2 engineering before phase 1 engineering.
- Active STP out year phases will be considered before STP contingency project phases.
- Readiness for obligation and the ability to utilize the funding amount available will also be considered.
- Cost increases for phases obligated or programmed with CRRSAA funds may also be considered, based on the amount of funding available.

Any funds carried over to FFY 2023 due to an obligation deadline extension that are not obligated by the extended deadline will be considered "unprogrammed" as of that deadline and will be withdrawn from all individual selecting bodies and reprogrammed by CMAP staff as described above.

Selecting bodies will have one opportunity to reprogram any obligation remainders carried over from FFY 2022 to FFY 2023 for projects targeting authorization in FFY 2023. The obligation deadline for these funds will be September 30, 2023. Any of these funds that are not reprogrammed by the selecting body before March 31, 2023 will be withdrawn from all individual selecting bodies and reprogrammed by CMAP staff as described above.

Additional Provisions

Grant Accountability and Transparency Act (GATA) and Qualifications Based Selection (QBS) provisions for CRRSAA-funded project phases shall be the same as STP-funded project phases.

Appendix A – Examples of programming CRRSAA with other federal fund sources

Example 1. Different fund sources by phase

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with STP-L in FFY 2021; Construction will be funded with CRRSAA in FFY 2022; Construction Engineering will be funded with STP-L in FFY 2022

Programming Information ($0) — Prior Fund(s) — Funding History

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		$100,000					$100,000			
2021	STP - Locally Prgmd			$80,000				$80,000			
2021	Local Funds			$20,000				$20,000			
2022	CRRSAA-Local					$800,000		$800,000			
2022	Local Funds					$200,000		$200,000			
2022	STP - Locally Prgmd						$80,000	$80,000			
2022	Local Funds						$20,000	$20,000			
								$0			

FFY 2020	$100,000	$0	$0	$0	$0	$100,000
FFY 2021	$0	$100,000	$0	$0	$0	$100,000
FFY 2022	$0	$0	$0	$1,000,000	$100,000	$1,100,000
Local Funds	$100,000	$20,000	$0	$200,000	$20,000	$340,000
STP - Locally Prgmd	$0	$80,000	$0	$0	$80,000	$160,000
CRRSAA-Local	$0	$0	$0	$800,000	$0	$800,000
GRAND TOTAL	$100,000	$100,000	$0	$1,000,000	$100,000	$1,300,000

Example 2. Phase funded with a combination of CRRSAA and STP funds

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with STP-L in FFY 2021; Construction and CE will be funded with a combination of CRRSAA and STP-L in FFY 2022

Programming Information ($0) — Prior Fund(s) — Funding History

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		$100,000					$100,000			
2021	STP - Locally Prgmd			$80,000				$80,000			
2021	Local Funds			$20,000				$20,000			
2022	CRRSAA-Local					$400,000	$40,000	$440,000			
2022	Local Funds					$100,000	$10,000	$110,000			
2022	STP - Locally Prgmd					$400,000	$40,000	$440,000			
2022	Local Funds					$100,000	$10,000	$110,000			
								$0			

FFY 2020	$100,000	$0	$0	$0	$0	$100,000
FFY 2021	$0	$100,000	$0	$0	$0	$100,000
FFY 2022	$0	$0	$0	$1,000,000	$100,000	$1,100,000
Local Funds	$100,000	$20,000	$0	$200,000	$20,000	$340,000
STP - Locally Prgmd	$0	$80,000	$0	$400,000	$40,000	$520,000
CRRSAA-Local	$0	$0	$0	$400,000	$40,000	$440,000
GRAND TOTAL	$100,000	$100,000	$0	$1,000,000	$100,000	$1,300,000

Example 3. Phase funded with a combination of CRRSAA and STP funds; STP funds are matched with Toll Credits

Phase 1 Engineering was funded locally in FFY 2020; Phase 2 Engineering was funded with 100% STP-L in FFY 2021, using toll credits for match; Construction and CE will be funded at 100% with a combination of CRRSAA and STP-L in FFY 2022

Programming Information ($0) — Prior Fund(s) | Funding History

FFY (OCT-SEPT)	FUND TYPE	AC/C	ENG I	ENG II	ROW	CON	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
2020	Local Funds		$100,000					$100,000			
2021	STP - Locally Prgmd			$100,000				$100,000			
2021	Trans Credit - Local/State Hwy			$20,000				$0			
2022	CRRSAA-Local					$500,000	$50,000	$550,000			
2022	STP - Locally Prgmd					$500,000	$50,000	$550,000			
2022	Trans Credit - Local/State Hwy					$100,000	$10,000	$0			
								$0			
								$0			

FFY 2020	$100,000	$0	$0	$0	$0	$100,000
FFY 2021	$0	$100,000	$0	$0	$0	$100,000
FFY 2022	$0	$0	$0	$1,000,000	$100,000	$1,100,000
Local Funds	$100,000	$0	$0	$0	$0	$100,000
STP - Locally Prgmd	$0	$100,000	$0	$500,000	$50,000	$650,000
*Trans Credit - Local/State Hwy	$0	$20,000	$0	$100,000	$10,000	$130,000
CRRSAA-Local	$0	$0	$0	$500,000	$50,000	$550,000
* Trans Credit is not part of YEARLY & the GRAND TOTAL						
GRAND TOTAL	$100,000	$100,000	$0	$1,000,000	$100,000	$1,300,000