Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

STP Project Selection Committee

Annotated Agenda
Thursday, January 30, 2020
9:30 a.m.

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Call to Order **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – November 21, 2019
ACTION REQUESTED: Approval

4.0 Evaluating the Lessons Learned: Eligible Project Types, Scoring and Program Development
Staff requests discussion of the attached memo, including consideration of changes to eligible project types, limiting project evaluations by category, shifting "Inclusion in Plans" to an eligibility criterion, and approval of the included schedule for in-depth discussions of lessons learned at future committee meetings.
ACTION REQUESTED: Discussion

5.0 Shared Fund Status Update
Staff will provide a summary of the current status of active and contingency program projects.
ACTION REQUESTED: Information

6.0 FFY 2020 Local Program Status
Staff will provide an update on the status of the FFY 2020 Local Program.
ACTION REQUESTED: Information

7.0 Other Business

8.0 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.

9.0 Next Meeting
The next meeting is scheduled for Thursday, April 30, 2020 at 9:30 a.m.

10.0 Adjournment

STP Project Selection Committee Members:

_____ Dan Burke	_____ Kevin O'Malley	_____ Jeffrey Sriver
_____ John Donovan*	_____ Chad Riddle*	_____ Eugene Williams
_____ Jesse Elam	_____ Leon Rockingham	_____ John Yonan*
_____ Lorri Newson*	_____ Jeffery Schielke	

*Advisory

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

November 21, 2019

Committee Members Present:	John Donovan – FHWA, Jesse Elam – CMAP, Kevin O'Malley – CDOT, Chad Riddle – IDOT, Chris Snyder – Counties, Jeffrey Sriver – CDOT, Eugene Williams – Council of Mayors
Others Present:	Katie Bell, Elaine Bottomley, Jack Cruikshank, Emily Daucher, Grant Davis, Jackie Forbes, Kendra Johnson, Emily Karry (via phone), Tom Kelso, Daniel Knickelbein, Ryan Peterson, Leslie Phemister, David Seglin, Troy Simpson
Staff Present:	Teri Dixon, Kama Dobbs, Doug Ferguson, Nicholas Ferguson, Jen Maddux, Russell Pietrowiak, Jeff Schnobrich

1.0 Call to Order

The meeting was called to order at 9:31 a.m. by Chairman Elam.

2.0 Agenda Changes

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion by Mayor Williams, seconded by Mr. O'Malley, to approve the minutes of the October 31, 2019 meeting as presented, carried.

4.0 Local Distribution Formula

Ms. Dobbs provided examples of options for incorporating improvement into the local distribution formula for the first formula re-calibration scheduled for FFY 2025, as called for in the agreement between the Council of Mayors and City of Chicago. Based on the examples, she stated that staff recommends setting aside a percentage of the region's allotment for improvement that is equal to the percentage that the region improved the percentage of the performance measures in bad condition, to be distributed based on each council's and the City of Chicago's proportional share of the improvement. Mr. O'Malley noted that in the examples, it is possible for a council's total mark to decrease,

even though that council had improved. Ms. Dobbs explained that because the needs portion of the distribution is larger than improvement, and because both portions are relative to all the other councils, it is mathematically possible for the mark with improvement to be less than the mark when only need is considered. Mr. O'Malley asked what the effects might be for a measure like congestion if the region experienced another recession. Mr. Elam noted that could be unpredictable, but that the effect would be felt by all, so the relative proportions would remain the same. Mr. Snyder asked if the $3 million floor would remain in effect. Ms. Dobbs stated it would. Mr. Peterson asked how that floor affects the examples provided. Ms. Dobbs noted that all of the calculations would be completed without regard to the floor, and if it was necessary to add funding to a council to meet the floor, that would occur at the end, with the necessary funds being deducted from all other councils to make up the difference. Mr. Peterson suggested applying a ceiling to the improvement-based distribution.

The committee discussed the difficulty of making a decision without real data about improvement. Staff noted that most of the data needed is available annually, but that pavement condition data is scheduled to be collected regionwide every five years. The next collection will be in 2023. Mr. O'Malley asked if it was necessary to take final action now. Mr. Riddle suggested that if the data was unexpected or unreasonable the committee could make adjustments to this methodology. Mr. Snyder suggested that some level of prediction may be possible. Ms. Dobbs noted that without actual data, the committee is being asked to make a decision based on the policy, not the amount of funding.

Mayor Williams made a motion, seconded by Mr. O'Malley to approve the staff recommendation, and to cap the amount of funding to be distributed based on improvement to no more than 10% of the overall regional mark. Mr. Riddle noted that it would be okay to re-evaluate the methodology in the future. Mr. Donovan stated that the region wants to address the needs and that considering improvement is complicated. Mr. Riddle noted that if everyone improves at the same rate, then including improvement would have no effect on the distribution of funds. With no further discussion, the motion carried.

5.0 Evaluating the Lessons Learned

5.1 Rolling Focus

Ms. Dobbs stated that based on the committee's conversation in October, staff recommends that rolling focus not be included for the next call for Shared Fund projects in 2021. She added that the committee will discuss eligible project types at a future meeting. It was the consensus of the committee to accept the staff recommendation.

5.2 Completion of Phase 1 Engineering

Ms. Dobbs stated that staff recommends that the deadline for phase 1 engineering to be substantially complete in order for a project to be eligible to apply for Shared Funds be shifted to be the same as the application due date. Mr. Riddle stated that ideally applicants would have phase 1 approvals in hand when applying, as that is easy to define. He suggested that staff work with IDOT to develop a checklist to be included with applications that can guide IDOT's determination of whether or not projects are substantially complete. Ms. Dobbs suggested that if applicants completed the quarterly status update form as part of the application, it could provide what Mr. Riddle is suggesting. Mr. Ferguson noted that since calls for CMAQ and TAP projects occur jointly with the STP-Shared Fund, the CMAQ Project Selection Committee will be asked to consider the same shift to the deadline. In response to a question from Mr. Knickelbein, Ms. Dobbs stated that staff would report on the eligibility determination as soon as practical following the close of the call for projects. In response to a question from Mr. Simpson, Ms. Dobbs clarified that completion of the checklist or status update would be part of the application, but that the actual determination would be made after the close of the call for projects. It was the consensus of the committee to accept the staff recommendation.

6.0 Shared Fund Contingency Program

Ms. Dobbs stated that following program approval in October, sponsors of projects eligible to be included in the contingency program were contacted to confirm their desire to be included. Sponsors of eleven projects indicated that they did not want to be included for a variety of reasons. Ms. Dobbs distributed the final contingency program for information.

7.0 Other Business

Mr. Sriver asked what Lessons Learned topics would be discussed at future meetings and reported that CDOT would provide suggestions to staff. Ms. Dobbs stated that staff intends to compile comments received about the project selection and program development methodologies into a memo for committee discussion and anticipates that memo will include a schedule for in-depth discussions throughout the next year.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

The next meeting is scheduled for January 30, 2020.

10.0 Adjournment

On a motion by Mayor Williams, seconded by Mr. Sriver, the meeting adjourned at 10:28 a.m.

Agenda Item No. 4.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **STP Project Selection Committee**

From: CMAP Staff

Date: January 23, 2020

Re: STP – Shared Fund: Evaluating the Lessons Learned

In September, staff presented an outline of items to discuss regarding successes and lessons learned throughout the STP-Shared Fund program development. This memo reviews actions taken since September, proposes a more detailed schedule for discussion of lessons learned, and presents recommendations on changes to eligible project types, limiting project evaluations by category, and shifting "Inclusion in Plans" to an eligibility criterion.

Actions to Date

In November, the committee reaffirmed the core goals of the program, including the desire to fill, not create, funding gaps through this program and to achieve balance between ON TO 2050's principles of Inclusive Growth, Resilience, and Prioritized Investment and the region's commitment to meeting federal performance targets through the evaluation and selection of projects. In November, the committee decided not to pursue rolling focus for project eligibility and to discuss potential changes or additions to eligible project types early in 2020. The committee also decided that the deadline for having phase 1 engineering (or equivalent) substantially complete should be the same as the deadline for submitting applications.

Proposed 2020 agenda items.

Since early 2018, there were three distinct points when implementers and partners provided comments about the scoring criteria, methodology, and program development. CMAP Staff presented the proposals for the STP Shared Fund and Active Program Management (APM) policies at more than a dozen council, committee, COG, or special meetings from June through September. A detailed log of comments from that outreach effort was compiled. Project sponsors also submitted a number of questions and comments regarding scoring of individual projects following the release of preliminary scores; these were summarized in the program recommendation memo presented to the project selection committee in July 2019. Finally, sponsors and partners submitted additional comments during the public comment period for

the recommended program. Staff suggests following the below discussion schedule to ensure that all relevant comments received about eligibility, scoring, and program development are considered. Items in italics are not related to evaluating the lessons learned, but are included for completeness when considering the balance of topics across agendas.

STP PSC Meeting	Agenda items (*italic are items in addition to lessons learned)*
January 30, 2020	• Discuss scoring and program development memo and set schedule for in-depth discussions in coming months • Changes/additions to eligible project types • Tailoring the project categories for evaluation of individual projects • Inclusion in plans: shift to eligibility criterion • *Update on December status updates and active reprogramming actions for STP-Shared Fund projects* • *Update on status of Local Program*
April 30, 2020	• Evaluation criteria for any additional eligible project types • Consideration of additional scoring criteria for all project types • Project Readiness • Transportation Impact Scores • Freight Planning Factor • Complete Streets Planning Factor • *Update on March status updates for STP-Shared Fund projects, active reprogramming actions, and requests for obligation deadline extensions*
July 16, 2020	• Inclusive Growth Planning Factor • Weighting and application of planning factors by project category • Weighting of all scoring components • Council bonus points • Financial Commitment score and partial funding during program development • *Update on June status updates and active reprogramming actions for STP-Shared Fund projects*
September 3, 2020	• Review draft FFY 2022-2026 Application Booklet incorporating changes discussed at previous meetings
October 29, 2020	• Review final FFY 2022-2026 Application Booklet & Training Materials • *Update on September status updates and active reprogramming actions for STP-Shared Fund projects* • *Update on end of FFY carryover of funds*

Eligible Project Types

Commenters and partners have suggested consideration of additional eligible project types for the Shared Fund, including bicycle/pedestrian projects, projects to improve transit reliability, projects to increase transit ridership, and railroad track improvements.

As noted by the Metropolitan Planning Council (MPC) in their comments regarding the proposed Shared Fund program of projects, there are "extensive and urgent needs for better quality and safer bicycle and pedestrian infrastructure in the region". Additionally, the Active Transportation Alliance (Active Trans) suggested consideration of these projects, and both the DuPage and Lake Councils questioned the exclusion of bicycle/pedestrian grade separations from the rail-highway grade crossing improvements project category. Staff reviewed the bicycle/pedestrian project applications submitted for CMAQ and TAP funding during the last call for projects and found that while there is demand for this project type, indicated by the submittal of 29 applications for funding, only 7 of the submitted applications met the minimum cost or partnership requirements of the Shared Fund. Because encouraging non-motorized travel would help achieve both traffic safety and non-single-occupancy vehicle (SOV) travel performance targets, and because ON TO 2050 includes several recommendations for implementing bicycle and pedestrian infrastructure , **staff recommends consideration of the inclusion of bicycle and pedestrian projects as an eligible project type, pending the development of evaluation criteria that will adequately address the performance targets and recommendations of ON TO 2050.**

In their comment letter on the recommended program of projects, Active Trans suggested that "Boosting transit ridership is a priority in ON TO 2050 but none of the projects in this year's program are likely to contribute to progress in this area" and recommended that CMAP "work with stakeholders across the region to assess ways to better use STP and other funding sources to fund projects that enhance the frequency of transit service, speed, and reliability, and thereby increase transit ridership." Staff agrees that projects that have the potential to increase transit ridership, and thus decrease SOV travel, are desired. Staff also agrees that a thorough assessment of appropriate project types that can have the most impact is needed. Therefore, **staff recommends continuing eligibility for the current transit project types: bus speed improvements and transit station rehabilitation/reconstructions and considering additional project types for future call cycles, pending research by staff and other regional partners to identify project types that can impact ridership, as well as project evaluation methods that would be consistent with existing shared fund scoring methods**.

During the initial development of the shared fund policies and procedures, one commenter suggested the inclusion of track improvements as an eligible project type. As noted in the initial response to the suggestion for this project type, track improvement projects are eligible for FTA formula funds, and while these types of projects may address transit safety and asset condition performance targets, the ability to evaluate the readiness, transportation impact, and support of planning factors for these projects in a manner that is similar to other Shared Fund Project types

would be difficult. Therefore, **staff recommends that track improvement projects remain ineligible for the shared fund.**

Tailoring the project categories for evaluation of individual projects

Prior to the first call for projects, there was significant interest from applicants in ensuring that each project would receive the maximum possible score in the overall evaluation. As the process was new, staff agreed to evaluate each project in all possible project type categories, keeping the highest score. Doing so added a significant evaluation burden for staff, causing 101 evaluations to be completed for 71 projects (46 projects evaluated in 1 category only, 20 in two categories, and 5 in three categories). While there is merit in considering the most impactful characteristics of projects, staff is concerned that those projects may not have a clear need in other categories, and/or may not include scope elements that would address those categories. For example, several reconstruction or expansion projects were also evaluated as truck route improvements due to larger than average truck volumes, but although they may have scored higher, the majority did not include scope elements specific to improving travel conditions for trucks. Likewise, several projects were evaluated as safety improvements, despite having low need scores (SRI values of "low" or "medium" verses "high" or "critical"). Therefore, **staff proposes that projects request scoring in specific categories only, and that descriptions of the project types be developed and included in the Shared Fund application booklet as guidance.**

Inclusion in Plans

In the inaugural shared fund evaluation, points were awarded to projects if they were identified in a planning document. Review of the scores in this category reveals that 55 of 71 applications (77%) of projects received points for the project being included in a planning document. Three more received points for the project type being supported by a plan. Of the remaining 13 projects that received no points in this category, three were deemed ineligible for other reasons, five answered "no" or did not provide links to plans but were found to be included in plans after CMAP staff investigation, leaving five projects that were potentially not supported by a planning document. One of those four did not specifically request STP funding, and two were submitted by local agencies seeking to secure federal funds to move forward IDOT-led projects that are not in the current years of the state's program.

Since this scoring category had little impact on the total scores, and since there should be a strong link between planning and programming, **staff proposes making inclusion in plans an eligibility requirement for applying for the shared fund**. This change would remove 10 points from the overall scoring, allowing room for additional scoring criteria that may be discussed at later meetings to be added to scoring matrix.

Topics for future discussion

Additional comments and suggestions from partners and applicants are summarized below, along with staff's recommended schedule for further discussion of these topics.

Comment/Suggestion	Schedule
Additional scoring criteria: Ability to deliver Decreased emissions Safety (all project types)	April
Project Readiness: Cohort 4 communities requesting funding for Phase 1 Engineering have no opportunity for points in this category	April
Financial Commitment: Disadvantages communities with limited resources to provide a local match	July
Transportation Impact: Scores appear to reward areas with large populations	April
Jobs + Households Transportation Impact Factor: Consider future developments Consider the socioeconomic status of communities to which access is provided	April
Transit Station Improvement Score: consider pedestrian safety and number of trains serving station	April
Planning Factors (all): More criteria should be considered for certain project types for a more holistic evaluation Confusion from applicants regarding why certain projects did or did not receive points for certain planning factors	July
Inclusive Growth Planning Factor: Concern that scores were lower than expected Feedback requested from CMAP's working committees	July
Complete Streets Planning Factor: Clarification of replace-in-kind as included elements Require inclusion of elements, not just policies	April
Freight Planning Factor: Lack of truck counts resulted in no points Consider negative points for negative impacts of increase in heavy vehicles	April
Council Bonus Points Decrease the total points allocated Set limits on "sharing" of points among councils	July
Program Development Provisions for partially funding the highest ranked projects, including consideration of funding less than all requested phases	July

ACTION REQUESTED: Discussion

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Chicago Metropolitan Agency for Planning

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

FFY 2020

TIP ID	Project	Sponsor	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Phase	Authorization Deadline	Target Let / Auth.	STP-SF Obligated Amount	Current Status	Current Status Date	Prior Status	Prior Status Date
18-19-0007	Homewood Station Renovation	Homewood	$9,250,212	Local	$2,312,553	$11,562,765	80%	$11,562,765	IMP	9/30/2020	4/2020	$0	FHWA to FTA transfer request sent to IDOT (11/2019); FTA grant application in TrAMS (11/2019)	12/19/2019	Approved by MPO	10/10/2019
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$80,000	Local	$20,000	$100,000	80%	$4,887,000	ENG2	9/30/2020	6/2020	$0	QBS completed; agreement submital anticipated 2/2020	12/30/2019	Approved by MPO	10/10/2019
09-14-0019	East New York Street	Aurora	$3,125,600	Local, STP-L, TAP-L	$3,774,400	$6,900,000	45%	$9,180,000	CON	9/30/2020	6/2020 Auth (5/2020)	$0	Pre-final plans submittal anticipated 1/2020; ROW certification anticipated 4/2020	12/31/2019	Approved by MPO	10/10/2019
12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Plainfield	$5,014,225	Local	$1,253,556	$6,267,781	80%	$52,515,263	ROW	9/30/2020	7/2020	$0	Initial DA 12/17/14; Update underway with new DA expected 8/2020; Phase 2 underway (3/2019); pre-final plans anticipated 5/2021	12/23/2019	Approved by MPO	10/10/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$2,512,000	Local	$628,000	$3,140,000	80%	$25,330,000	ENG	9/30/2020	8/2020	$0	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request anticipated in 12/2019	12/20/2019	Approved by MPO	10/10/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$3,822,000	Local	$955,500	$4,777,500	80%	$25,330,000	CON	9/30/2020	8/2020	$0	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request anticipated in 12/2019	12/20/2019	Approved by MPO	10/10/2019
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	$2,184,000	IL Funds	$1,716,000	$3,900,000	56%	$73,465,590	ENG2	9/30/2020	9/2020	$0	QBS closed (11/14/19), selection anticipated 1/2020; Draft agreement submittal targeting 1/2020 with approval anticipated by 9/2020	12/19/2019	Approved by MPO	10/10/2019
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	$8,480,000	IL Funds	$2,120,000	$10,600,000	80%	$73,465,590	ROW	9/30/2020	9/2020	$0	Draft agreement submittal tageting 1/2020 with approval anticipated by 9/2020	12/19/2019	Approved by MPO	10/10/2019
07-19-0011	Burnham Avenue Grade Separation	Burnham	$3,800,000	TDCH	$760,000	$3,800,000	100%	$83,750,000	ENG1	9/30/2020	9/2020	$0	Phase 1 consultant selected; agreement approval/obligation anticipated 9/2020	12/30/2019	Approved by MPO	10/10/2019
05-16-0005	IDOT East Avenue Improvements (Joliet Road to 55th Street)	Countryside	$894,542	Local	$298,181	$1,192,723	75%	$18,681,723	CON	9/30/2020	9/2020 (Auth 8/2020)	$0	Phase 2 in-progress by IDOT Div. of Highways; *Staff note: IDOT D1 Hwys has CON in FFY2024 in the TIP*	12/30/2019	Approved by MPO	10/10/2019
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$166,600	Local	$71,400	$238,000	70%	$5,927,500	ENG2	9/30/2020	10/2020	$0	DA received 5/2019; Phase 2 QBS to begin 1/2020; *Staff note: Target date is after obligation deadline*	12/23/2019	Approved by MPO	10/10/2019
Total FFY 2020 Program			**$39,329,179**													

FFY 2021

TIP ID	Project	Sponsor	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Phase	Authorization Deadline	Target Let / Auth.	STP-SF Obligated Amount	Current Status	Current Status Date	Prior Status	Prior Status Date
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%	$25,450,000	CON	9/30/2021	10/2020	$0	Phase 2 in progress, pre-final plans submittal targeting 5/2020	12/18/2019	Approved by MPO	10/10/2019
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$3,505,600	Local	$1,281,400	$4,787,000	73%	$4,887,000	CON/CE	9/30/2021	6/2021 Auth 4/2021	$0	Phase 2 not started; pre-finals anticipated 3/2021 and ROW certification anticipated 12/2020	12/30/2019	Approved by MPO	10/10/2019
01-12-0012	Canal Street Viaducts - Adams to Madison stage	CDOT	$16,000,000	SOCC	$4,000,000	$20,000,000	80%	$21,300,000	CON/CE	9/30/2021	7/2021	$0	Phase 1 DA 10/24/19; Phase 2 kick-off planned 2/2020	12/18/2019	Approved by MPO	10/10/2019
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$93,100	Local	$39,900	$133,000	70%	$5,927,500	ROW	9/30/2021	7/2021	$0	Phase 2 QBS to begin 1/2020	12/23/2019	Approved by MPO	10/10/2019
07-94-0027	Joe Orr Rd Extension	Cook DOTH	$2,500,000	Local	$9,963,462	$12,463,462	20%	$12,679,462	CON	9/30/2021	9/2021 Auth 8/2021	$0	Phase 2 and ROW in progress; pre-final plans submittal and ROW certification targeting 5/2021	12/27/2019	Approved by MPO	10/10/2019
05-11-0010	Depot District Streetscape Project	Berwyn	$5,398,000	Local, STP-L, TAP-S, CMAQ	$9,357,642	$14,755,642	37%	$16,398,462	CON	9/30/2021	11/2021 Auth 9/2021	$0	DA anticipated 6/2020 (waiting on Bio clearance); Phase 2 kick-off anticipated 7/2020 with pre-final suibmittal anticipated 3/2021. No ROW required. CON estimate increased to $16,956,036 due to unit price updates and design refinements.	12/31/2019	Approved by MPO	10/10/2019
Total FFY 2021 Program			**$39,321,700**													

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: January 2020

FFY 2022

TIP ID	Project	Sponsor	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Phase	Authorization Deadline	Target Let / Auth.	STP-SF Obligated Amount	Current Status	Current Status Date	Prior Status	Prior Status Date
12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Plainfield	$12,169,985	NHFP, STP-L, Local	$31,980,092	$44,150,077	28%	$52,515,263	CON/CE	9/30/2022	11/2021 Auth 9/2021	$0	Pre-final plans anticipated 5/2021	12/23/2019	Approved by MPO	10/10/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$2,464,000	Local	$616,000	$3,080,000	80%	$25,330,000	ENG	9/30/2022	11/2021	$0	This stage not started	12/20/2019	Approved by MPO	10/10/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$11,466,000	Local	$2,866,500	$14,332,500	80%	$25,330,000	CON	9/30/2022	11/2021	$0	This stage not started	12/20/2019	Approved by MPO	10/10/2019
08-06-0028	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	Naperville	$9,800,000	Local/ICC	$15,779,000	$25,579,000	38%	$31,261,375	CON	9/30/2022	1/2022 Auth 12/2021	$0	Phase 2 kick-off held (11/27/18); Pre-finals targeting 8/2021; ROW initiated (8/2015)	12/19/2019	Approved by MPO	10/10/2019
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$1,527,050	Local	$654,450	$2,181,500	30%	$5,927,500	CON/CE	9/30/2022	3/2022 Auth 1/2022	$0	Pre-final plans anticipated 10/2021	12/23/2019	Approved by MPO	10/10/2019
07-19-0017	University Park Metra Reconstruction	University Park	$2,500,000	TDCH	$500,000	$2,500,000	100%	$34,900,000	ENG1	9/30/2022	TBD	$0	No status provided other than target CON of 4/1/26	12/31/2019	Approved by MPO	10/10/2019
Total FFY 2022 Program			**$39,927,035**													

FFY 2023

TIP ID	Project	Sponsor	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Phase	Authorization Deadline	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	$9,486,918	$47,434,590	80%	$73,465,590	CON/CE	9/30/2023	1/2023 Auth 11/2022	$0	Phase 2 ENG to start spring 2020	12/19/2019	Approved by MPO	10/10/2019
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Dolton	$2,000,000	TDCH	$400,000	$2,000,000	100%	$59,000,000	ENG1	9/30/2023	4/2023	$0	Not started	12/20/2019	Approved by MPO	10/10/2019
Total FFY 2023:			**$39,947,672**													

FFY 2024

TIP ID	Project	Sponsor	STP-SF Programmed	Match Source(s)	Match Amount	Phase Total	Max % STP-SF	Project Total	Phase	Authorization Deadline	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	$0	80%	$52,000,000	CON/CE	9/30/2024	7/2021	$0	Phase 1 DA 10/24/19; Phase 2 kick-off planned 3/2020	12/18/2019	Approved by MPO	10/10/2019
Total FFY 2024:			**$39,200,000**													

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 Contingeny Program Status Report: January 2020

PROJECT INFORMATION						REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP IP	Project	Sponsor	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	C/CE			$48,000,000			$48,000,000	$48,000,000	7/2022	Phase 1 DA 9/2016; Phase 2 kick-off targeting March 2020	12/18/2019	Forms submitted	11/15/2019
13	CFP01-19-0014	01-12-0015	Grand Avenue Bridge and Viaduct	CDOT	CON		$25,600,000				$25,600,000	$28,000,000	7/2022	Phase 1 PDR submittal targting 1/2020	12/18/2019	Forms submitted	11/15/2019
13	CFP01-19-0014	01-12-0015	Grand Avenue Bridge and Viaduct	CDOT	CE		$2,400,000				$2,400,000	$28,000,000	7/2022	Phase 1 PDR submittal targting 1/2020	12/18/2019	Forms submitted	11/15/2019
15	CFP17-19-0003		South Halsted Bus Enhancements	Pace	CON				$40,840,000		$40,840,000	$40,840,000	12/2021	NEPA process underway with completion anticipated 12/2020.	12/30/2019	Forms submitted	11/12/2019
18	CFP16-19-0030		Harlem Station Bus Bridge Reconstruction	CTA	ENG	$3,014,189					$3,014,189	$26,087,186	3/2021	No milestones met	12/20/2019	Forms submitted	11/8/2019
18	CFP16-19-0030		Harlem Station Bus Bridge Reconstruction	CTA	CON			$23,072,997			$23,072,997	$26,087,186	9/2022	No milestones met	12/20/2019	Forms submitted	11/8/2019
20	CFP08-19-0024		Fabyan Parkway Roadway Improvements (DuPage/Kane County Line to IL 38)	DuPage Co DOT	ENG2	$1,012,080					$1,012,080	$13,540,160	6/2020	QBS advertisement (12/5/19); Consultant selection anticipated 6/2020; Tgt auth 6/2020 if funded or 7/2024 if not	12/20/2019	Forms submitted	11/7/2019
20	CFP08-19-0024		Fabyan Parkway Roadway Improvements (DuPage/Kane County Line to IL 38)	DuPage Co DOT	ROW		$889,120				$889,120	$13,540,160	7/2024	Phase 2 not started	12/20/2019	Forms submitted	11/7/2019
20	CFP08-19-0024		Fabyan Parkway Roadway Improvements (DuPage/Kane County Line to IL 38)	DuPage Co DOT	CON					$10,120,800	$10,120,800	$13,540,160	11/2024	Phase 2 not started	12/20/2019	Forms submitted	11/7/2019
20	CFP08-19-0024		Fabyan Parkway Roadway Improvements (DuPage/Kane County Line to IL 38)	DuPage Co DOT	CE					$1,518,160	$1,518,160	$13,540,160	11/2024	Phase 2 not started	12/20/2019	Forms submitted	11/7/2019
22	CFP09-19-0010		Dauberman Road Extension	Kane Co DOT	CON		$5,350,874				$5,350,874	$5,350,874	11/2020	State/Fed Ph2 Coord Meeting (10/22/19); Pre-final plans targeting 5/2020; ROW initiated, targeting certification 9/2020	12/20/2019	Forms submitted	11/4/2019
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	ENG2	$853,000					$853,000	$4,809,000	Not provided	Phase 1 DA 3/15/19; No other progress made, but pre-finals are anticipated 8/2020	12/23/2019	Forms submitted	11/14/2019
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	ROW	$480,000					$480,000	$4,809,000	Not provided	Phase 1 DA 3/15/19; No other progress made, but pre-finals are anticipated 8/2020	12/23/2019	Forms submitted	11/14/2019
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	CON		$2,624,000				$2,624,000	$4,809,000	1/2021	Phase 1 DA 3/15/19; No other progress made	12/23/2019	Forms submitted	11/14/2019
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	CE		$852,000				$852,000	$4,809,000	1/2021	Phase 1 DA 3/15/19; No other progress made	12/23/2019	Forms submitted	11/14/2019
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	CON			$2,448,913			$2,448,913	$2,620,331	10/2021	Phase 1 PDR submitted 6/2019; DA anticipated 1/2020; pre-final plans anticipated 2/2021	12/20/2019	Forms submitted	11/14/2019
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	CE			$171,418			$171,418	$2,620,331	10/2021	Phase 1 PDR submitted 6/2019; DA anticipated 1/2020; pre-final plans anticipated 2/2021	12/20/2019	Forms submitted	11/14/2019
29	CFP02-19-0005		Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	ENG2	$440,000					$440,000	$4,730,000	12/2020	PDR submitted 11/2019; DA anticipated 5/2020	12/30/2019	Forms submitted	11/13/2019
29	CFP02-19-0005		Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	CON					$3,850,000	$3,850,000	$4,730,000	12/2023	Pre-final plans submittal anticipated 10/2021	12/30/2019	Forms submitted	11/13/2019
29	CFP02-19-0005		Happ Road from Winnetka Road to Willow Road and Happ Rd/Orchard Lane Roundabout	Northfield	CE					$440,000	$440,000	$4,730,000	12/2023	Pre-final plans submittal anticipated 10/2021	12/30/2019	Forms submitted	11/13/2019

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30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	ENG2	$400,000					$400,000	$5,100,000	6/2021	PDR submitted 12/10/18; DA anticipated 3/2020	12/23/2019	Forms submitted	10/25/2019
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CON		$4,200,000				$4,200,000	$5,100,000	6/2022	Pre-final plans submittal anticipated 12/2021	12/23/2019	Forms submitted	10/25/2019
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CE		$500,000				$500,000	$5,100,000	6/2022	Pre-final plans submittal anticipated 12/2021	12/23/2019	Forms submitted	10/25/2019
32	CFP01-19-0018		606 Trail Extension to Elston + Clybourn (Metra UP North/NW) Station Relocation	Cook Co DOTH	CON	$86,490,080					$86,490,080	$86,490,080	TBD	No milestones met.	12/31/2019	Forms submitted	11/15/2019
33	CFP10-19-0019	10-03-0005	Deerfield Road from Milwaukee Avenue to Saunders Road	Lake Co DOT	ROW	$628,000					$628,000	$9,598,898	9/2020	PDR submitted 5/2019; DA anticipated 6/2020; Phase 2 consultant selected	12/30/2019	Forms submitted	11/14/2019
33	CFP10-19-0019	10-03-0005	Deerfield Road from Milwaukee Avenue to Saunders Road	Lake Co DOT	CON			$7,424,135			$7,424,135	$9,598,898	3/2022	Pre-finals anticipated 10/2021	12/30/2019	Forms submitted	11/14/2019
33	CFP10-19-0019	10-03-0005	Deerfield Road from Milwaukee Avenue to Saunders Road	Lake Co DOT	CE			$1,546,763			$1,546,763	$9,598,898	3/2022	Pre-finals anticipated 10/2021	12/30/2019	Forms submitted	11/14/2019
35	CFP17-19-0039	17-18-0002	Pulse 95th Street Line	Pace	CON					$21,040,000	$21,040,000	$21,040,000	7/2024	Anticipate NEPA process from 10/2020-10/2021; Final design 8/2023	12/31/2019	Forms submitted	11/12/2019
36	CFP02-19-0003		Chestnut Avenue Improvements from Leigh Av to IL 43 (Waukegan Rd)	Glenview	CON		$2,740,200				$2,740,200	$3,028,200	9/2022	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	12/27/2019	Forms submitted	11/15/2019
36	CFP02-19-0003		Chestnut Avenue Improvements from Leigh Av to IL 43 (Waukegan Rd)	Glenview	CE		$288,000				$288,000	$3,028,200	9/2022	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	12/27/2019	Forms submitted	11/15/2019
41	CFP07-19-0021		Robbins Metra Small Area Safety Improvements	Robbins	ENG1	$1,361,000					$1,361,000	$7,989,046	TBD	Project not started	12/29/2019	Forms submitted	11/15/2019
41	CFP09-19-0018		McLean Boulevard from Spring St to IL 31	South Elgin	CON		$6,628,046				$6,628,046	$7,989,046	11/2021	Phase 1 PDR submitted (8/2019)	12/19/2019	Forms submitted	11/25/2019
42	CFP09-19-0018		McLean Boulevard from Spring St to IL 31	South Elgin	CE		$662,805				$662,805	$662,805	11/2021	Phase 1 PDR submitted (8/2019)	12/19/2019	Forms submitted	11/25/2019
43	CFP12-19-0021	12-06-0005	80th Avenue (CH 83) from 183rd St to 191st St	Will Co DOT	CON		$18,000,000				$18,000,000	$18,000,000	4/2021	Phase 2 kick-off held (1/16/19); Pre-final plans targeting 5/2020	12/20/2019	Forms submitted	10/22/2019
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	ENG2	$3,589,624					$3,589,624	$35,589,026	4/2021	Systems Mgmt Plan, Prelim. Design, Prelim. Cost Est., and Prelim. Contract Packaging Plan complete	12/20/2019	Forms submitted	11/8/2019
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	CON			$31,999,402			$31,999,402	$35,589,026	1/2022	Systems Mgmt Plan, Prelim. Design, Prelim. Cost Est., and Prelim. Contract Packaging Plan complete	12/20/2019	Forms submitted	11/8/2019
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	ROW	$180,000					$180,000	$9,462,742	immediate	Phase 2 pre-finals complete, holding finals until funding awarded	12/20/2019	Forms submitted	11/7/2019
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	CON		$7,969,942				$7,969,942	$9,462,742	TBD	If funding is awarded, ready to inititate phase	12/20/2019	Forms submitted	11/7/2019
45	CFP06-19-0005		143rd Street from Will-Cook Road to Wolf Road	Orland Park	CE		$1,312,800				$1,312,800	$9,462,742	TBD	If funding is awarded, ready to inititate phase	12/20/2019	Forms submitted	11/7/2019

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47	CFP04-19-0003		Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Maywood	CON		$3,840,000				$3,840,000	$4,224,000	4/2021	Phase 2 agreements submitted 10/2019; pre-final plans submittal anticipated 10/2020	12/30/2019	Forms submitted	11/4/2019
47	CFP04-19-0003		Washington Boulevard Improvements - 21st Avenue to 9th Avenue	Maywood	CE		$384,000				$384,000	$4,224,000	4/2021	Phase 2 agreements submitted 10/2019; pre-final plans submittal anticipated 10/2020	12/30/2019	Forms submitted	11/4/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CON		$4,296,000				$4,296,000	$11,708,800	1/2022	DA aniticpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019	Forms submitted	11/14/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CE		$648,000				$648,000	$11,708,800	1/2022	DA aniticpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019	Forms submitted	11/14/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CON				$5,884,800		$5,884,800	$11,708,800	1/2022	DA aniticpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019	Forms submitted	11/14/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CE				$880,000		$880,000	$11,708,800	1/2022	DA aniticpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019	Forms submitted	11/14/2019
50	CFP10-19-0011		IL 59 and Grand Avenue Intersection Improvement	Lake Co DOT	CON		$3,568,000				$3,568,000	$3,924,800	n/a	as of 1/10/2020 sponsor withdrew project from contingency program	1/10/2020	Forms submitted	11/12/2019
50	CFP10-19-0011		IL 59 and Grand Avenue Intersection Improvement	Lake Co DOT	CE		$356,800				$356,800	$3,924,800	n/a	as of 1/10/2020 sponsor withdrew project from contingency program	1/10/2020	Forms submitted	11/12/2019
51	CFP11-19-0010		Randall Road from Alexandra Blvd to Acorn Ln	McHenry Co DOT	CON					$14,720,000	$14,720,000	$14,720,000	10/2023	Phase 2 QBS consultant selected, but phase not started	12/23/2019	Forms submitted	11/7/2019
55	CFP10-19-0023	10-00-0117	Fairfield Road at IL 134	Lake Co DOT	ROW	$1,440,000					$1,440,000	$18,852,702	TBD	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019	Forms submitted	11/14/2019
55	CFP10-19-0023	10-00-0117	Fairfield Road at IL 134	Lake Co DOT	CON			$16,026,756			$16,026,756	$18,852,702	TBD	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019	Forms submitted	11/14/2019
55	CFP10-19-0023	10-00-0117	Fairfield Road at IL 134	Lake Co DOT	CE			$1,385,946			$1,385,946	$18,852,702	TBD	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019	Forms submitted	11/14/2019
57	CFP09-19-0009		Bliss/Main/Fabyan Intersection Realignment and Roundabout	Kane Co DOT	CON	$6,800,000					$6,800,000	$6,800,000	3/2021	DA 6/18/18; Phase 2 in progress with pre-final plans submittal anticipated 11/2020 and ROW certification anticipated 1/2021	12/30/2019	Forms submitted	11/4/2019

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59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	ENG2	$36,628					$36,628	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2019; DA targeting 6/2020	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	ENG2		$1,376,862				$1,376,862	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2020	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	ROW		$2,000,000				$2,000,000	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2021	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CON		$457,850				$457,850	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2022	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CE		$45,785				$45,785	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2023	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CON				$34,860,772		$34,860,772	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2024	12/20/2019	Forms submitted	11/7/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CE				$3,486,077		$3,486,077	$42,263,974	TBD	Phase 1 PDR submitted 5/2019; Bio clearance 8/2025	12/20/2019	Forms submitted	11/7/2019
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	ENG2	$250,000					$250,000	$5,717,000	Not provided	DA 10/22/19; Not started; no target provided but pre-final plans due 9/2020 to meet CON target	12/20/2019	Phase 1 DA Received	10/22/2019
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	ROW	$160,000					$160,000	$5,717,000	Not provided	DA 10/22/19; Not started; no target provided but pre-final plans due 9/2020 to meet CON target	12/19/2019	N/A	N/A
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CON		$4,550,000				$4,550,000	$5,717,000	3/2021	Not started	12/21/2019	N/A	N/A
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CE		$757,000				$757,000	$5,717,000	3/2021	Not started	12/22/2019	N/A	N/A
62	CFP12-19-0026		Laraway Road from Gougar Road to Cedar Road (Nelson to Cedar)	Will Co DOT	CON		$9,000,000				$9,000,000	$18,000,000	11/2020	Phase 2 kick-off held (10/30/18); ROW inititated 5/4/18; Target pre-finals 5/2020	12/20/2019	Forms submitted	10/22/2019
62	CFP12-19-0026		Laraway Road from Gougar Road to Cedar Road (Gouger to Nelson)	Will Co DOT	CON				$9,000,000		$9,000,000	$18,000,000	2023	Phase 2 kick-off held (10/30/18); ROW inititated 5/4/18; Target pre-finals 5/2020	12/20/2019	Forms submitted	10/22/2019
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	ENG2	$1,774,253					$1,774,253	$28,668,888	10/2021	Draft PDR 8/13/18, DA anticipated 4/2020	12/17/2019	Forms submitted	11/13/2019
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	ROW		$2,942,224				$2,942,224	$28,668,888	10/2021	Draft PDR 8/13/18, DA anticipated 4/2020	12/17/2019	Forms submitted	11/13/2019
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	CON			$22,178,158			$22,178,158	$28,668,888	1/2024	Pre-final plans anticipated 8/2023	12/17/2019	Forms submitted	11/13/2019
63	CFP12-19-0027		Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	New Lenox	CE			$1,774,253			$1,774,253	$28,668,888	1/2024	Pre-final plans anticipated 8/2023	12/17/2019	Forms submitted	11/13/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	ENG2	$396,000					$396,000	$6,400,000	Not provided	Phase 1 DA received 12/2010	12/27/2019	Forms submitted	11/20/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	ROW	$563,200					$563,200	$6,400,000	Not provided	Phase 1 DA received 12/2010	12/27/2019	Forms submitted	11/20/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	CON		$4,946,160				$4,946,160	$6,400,000	4/2024	Phase 1 DA received 12/2010	12/27/2019	Forms submitted	11/20/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and Resurfacing	Country Club Hills	CE		$494,640				$494,640	$6,400,000	4/2024	Phase 1 DA received 12/2010	12/27/2019	Forms submitted	11/20/2019

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