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, June 25, 2020
1:00 pm

Please join this meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/873616477

You can also dial in using your phone.
United States: +1 (646) 749-3112
Access Code: 873-616-477

1.0 Call to Order **1:00 p.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 30, 2020
ACTION REQUESTED: Approval

4.0 Evaluating the Lessons Learned

4.1 Eligibility Criterion: Inclusion in Plans
At the committee's January meeting, staff proposed shifting "Inclusion in Plans" from a scoring criterion to an eligibility criterion. In response to committee discussion, staff developed the attached language for inclusion in the application booklet. Staff requests discussion of this draft language.
ACTION REQUESTED: Discussion

4.2 Project Categories
At the committee's January meeting, staff proposed requiring applicants to select appropriate project categories for their applications. The attached draft language is proposed to be added to the application booklet to guide applicants in this selection. Staff requests committee review of the proposed language.
ACTION REQUESTED: Discussion

4.3 Project Readiness
Staff requests discussion of the attached memo regarding project readiness scoring criteria.
ACTION REQUESTED: Discussion

4.4 Inclusive Growth
Staff will present the results of an evaluation of inclusive growth elements included in the FFY 2020-2024 shared fund.
ACTION REQUESTED: Discussion

4.5 Additional Scoring Criteria
Staff requests committee discussion regarding any potential new scoring criteria that should be explored for the next call for projects.
ACTION REQUESTED: Discussion

5.0 Shared Fund Status Update
Staff will provide a summary of the current status of active and contingency program projects based on the March quarterly status updates, requests for cost changes, and requests for obligation deadline extensions.
ACTION REQUESTED: Information

6.0 Local Program Updates
Staff will provide an update on the status of the development of FFY 2021 – 2025 local programs.
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, July 16, 2020 at 9:30 a.m. The meeting will be held virtually.

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

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

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

January 30, 2020

Committee Members Present:	Grant Davis – CDOT, John Donovan – FHWA, Jesse Elam – CMAP, Leon Rockingham – Council of Mayors, Jeffery Schielke – Council of Mayors (via phone), Jeffrey Sriver – CDOT, Mike Sullivan – IDOT, Eugene Williams – Council of Mayors
Others Present:	Holly Bieneman (via phone), Elaine Bottomley, Len Cannata, Emily Daucher, Jackie Forbes, Michael Fricano (via phone), Tim Gustafson, Scott Hennings, Kendra Johnson, Mike Klemens, Daniel Knickelbein, Matthew Pasquini, Kelsey Passi, Dan Persky, Ryan Peterson, Leslie Phemister, Tom Rickert, Chad Riddle (via phone), David Seglin, Troy Simpson, Joe Surdam
Staff Present:	Erin Aleman, Claire Bozic, Teri Dixon, Kama Dobbs, Tina Fassett Smith, Doug Ferguson, James Gross, Timi Koyejo, Ben Krochmal, Kathy Lane, Stephanie Levine, Jen Maddux, Amy McEwan, Russell Pietrowiak, Jeff Schnobrich, Simone Weil, Laura Wilkison

1.0 Call to Order

The meeting was called to order at 9:34 a.m. by Chairman Elam.

2.0 Agenda Changes

There were no agenda changes or announcements.

3.0 Approval of Minutes – November 21, 2019

A motion by Mayor Rockingham, seconded by Mayor Williams, to approve the minutes of the November 21, 2019 meeting as presented, carried.

4.0 Evaluating the Lessons Learned: Eligible Project Types, Scoring and Program Development

Ms. Dobbs presented a schedule for committee discussion of various lessons learned topics throughout 2020. She then reviewed comments received during the 2019 call for

projects regarding eligible project types. She stated that staff recommends consideration of the inclusion of bicycle and pedestrian projects as an eligible project type. Further, staff recommends continuing eligibility for the current transit projects types: bus speed improvements and transit station rehabilitation/reconstruction projects 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. Finally, she stated that staff recommends that railroad track improvement projects remain ineligible due to their eligibility for FTA formula funds and potential difficulty evaluating the readiness, transportation impact, and support of planning factors for these projects in a manner that is similar to other Shared Fund project types.

Mr. Davis noted that the $5 million minimum total cost threshold may weed out smaller bicycle/pedestrian projects from consideration. Chairman Elam noted that a project such as a regional trail probably would meet the threshold. Mayor Rockingham suggested that adding new bicycle/pedestrian facilities or filling major gaps when completing a road project that is not funded through the shared fund could be considered. Ms. Phemister suggested that bicycle/pedestrian grade separations from rail crossings are particularly important, especially near school crossings. Mr. Seglin noted that the corridor/small area safety category could also include treatments for bike/ped. Mr. Simpson asked how the jobs + households scoring method would apply. Ms. Dobbs noted that this is one of the questions that staff will be working to address to develop recommended evaluation criteria for discussion at a future meeting. Chairman Elam noted that current scoring methods do not allow bike projects to be put on a network, like vehicles and transit. Mr. Klemens noted that there is a regional trail connection in Lake County that exceeds the available funding in the TAP-L program, and would be a good candidate for the Shared Fund.

Mr. Elam stated that staff is curious about how to define and evaluate projects that would increase transit ridership. Mr. Donovan added he is interested in partners thoughts. In response to a question from Mr. Davis, Ms. Dobbs noted that impacts to transit are not accounted for in the current scoring methods. Mr. Davis and Mr. Shriver suggested perhaps impacts to transit should be a part of the scoring criteria. In response to a question from Mr. Seglin, Mr. Donovan confirmed that there is some flexibility to fund non-capital transit projects with STP funding, however operations are not eligible for funding. In response to a question by Mr. Donovan, Ms. Dobbs stated that the number of project types is manageable at the current number, and Mr. Elam added that the committee is looking for small adjustments at this stage.

Ms. Dobbs next reported that staff proposes that for the next call for projects cycle, applicants should request scoring in specific categories only, and that additional descriptions of the project types be developed and included in the application booklet as guidance for applicants.

Ms. Dobbs also reported that staff proposes making "inclusion in plans" an eligibility requirement for applying for the shared fund, rather than a scoring criterion of project readiness. She explained that in the 2019 call for projects, this criterion had little impact on total scores, and that only one application of the 71 received would have been deemed ineligible if inclusion in plans was an eligibility criterion.

In response to a question from Mr. Davis, Ms. Dobbs stated that staff proposes that an application be eligible if the project is specified or supported by a planning document. Ms. Phemister expressed concern about low income communities being able to complete plans. Ms. Dobbs noted that the plan does not have to be municipal; it could be a county or implementer – IDOT, service board, etc. – plan. Ms. Dobbs also noted opportunities, such as CMAP's LTA program and the upcoming call for Statewide Planning and Research (SPR) projects which will allow 100% funding for disadvantaged communities and will emphasize multi-jurisdictional plans. The SPR program would be a good opportunity for a council, for example, to prepare a plan for their entire membership, potentially with no matching funds required. Mr. Burke expressed concern that "state of good repair" projects could potentially be found ineligible with this proposed requirement. Ms. Dobbs noted that this concern would be the same with the current scoring for inclusion in plans, but assured the committee that staff would work with members to develop language to address this concern. Mr. Donovan noted that this committee can take action on any exceptions that arise during a call for projects. Mr. Elam stated that there seems to be no major issues with plan inclusion, but there are small details to be resolved.

5.0 Shared Fund Status Update

Ms. Dobbs reviewed the format of the active and contingency program status reports. She highlighted two projects within the active program with target authorization dates that are close to the obligation deadlines and noted that extension requests may be forthcoming following the next quarterly status updates due in March. She added that these status reports will always be available to the public as part of the committee meeting materials and on the Surface Transportation Program page of the CMAP website.

6.0 FFY 2020 Local Program Status

Mr. Elam reported on the current status of funding to complete FFY 2020 local program projects. Mr. Rickert expressed concern, and suggested that if there are extra shared funds available those should be shifted to the local program. Ms. Dobbs noted that according to the status reports, all shared fund projects programmed in FFY 2020 are currently on track to meet their obligation deadlines, and that the active program management policies allow for extensions and carryover of funds as well as advancing out year or contingency project phases, so the likelihood that any extra funds would become available prior to the end of the FFY is minimal.

7.0 Other Business

There was no other business.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

The next meeting is scheduled for April 30, 2020.

10.0 Adjournment

On a motion by Mayor Rockingham, seconded by Mr. Davis, the meeting adjourned at 10:32 a.m.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **STP Project Selection Committee**

From: CMAP Staff

Date: June 18, 2020

Re: STP – Shared Fund: Evaluating the Lessons Learned – Inclusion in Plans

---

Staff proposes the following language for inclusion in the introduction section of the FFY 2022 – 2026 call for projects application booklet.

Inclusion in Plans

The link between planning and implementation is critical to ensuring regional investments support communities' priorities. Therefore, applicants must provide evidence (via hyperlink or attachment) that the proposed project is included in or supported by a locally adopted plan developed with input from the public in order to be considered for funding. Support can be for the project specifically, or for the type of project. Projects applying for phase 1 engineering funding only are exempt from this requirement. However, the requirement must be met for projects seeking funding for any other phase, including those that previously completed phase 1 engineering with STP shared funds.

Acceptable plans are those that are subject to public review and have received local government or implementing agency approval. A project's inclusion in IDOT's Multi-Year Program, a local agency Capital Improvement Program, or identification as an ON TO 2050 Regionally Significant Project (RSP) is also acceptable. However, selection for funding in a competitive grant or discretionary funding program or being listed in IDOT's Local Roads status sheets or Management Monitoring Schedule does not qualify as inclusion in a plan. The table below, while not an exhaustive list, provides guidance for determining what planning documents or programs are acceptable. Applicants may also contact CMAP planning staff *<insert names/contact info>* for additional guidance. In addition, examples from plans cited by applicants in the prior call for projects that demonstrate how a project type may be supported in a plan are also provided below.

✓ - Acceptable ✗ - Not Acceptable ? - Case-by-case, contact CMAP staff to discuss

Type of Plan or Program	Project Included	Project Type Included
County Long Range Transportation Plan	✓	✓
Municipal or County Comprehensive Plan	✓	✓
Capital Improvement Program	✓	✓
Multimodal Transportation Plan	✓	✓
Corridor Plan	✓	?
Small Area or Subarea Plan	✓	?
Neighborhood Plan	✓	?
Housing Plan	✗	✗
Bicycle and/or Pedestrian Plan	✓	✓
Livable Streets Plan	?	?
Active Mobility Plan	✓	?
Local Road Safety Plan	✓	?
Economic Development Plan	?	?
Transit Improvement Plan	✓	✓
Access to Transit Plan	✓	?
Transit-Oriented Development (TOD) Plan	✓	✓
Stormwater or Green Infrastructure Master Plan	?	✗
Transit Agency or Regional Transit Strategic Plan	✓	✓
Regional Transit Signal Priority (TSP) Implementation Program	✓	?
Transit Service Coordination Plan	✓	?
Bus Network Enhancements Plan	✓	✓
Transit Station Area Master Plan	✓	?
Transit Agency Asset Management Plan	✓	✓
Transit Agency Budget/Capital Improvement Program	✓	✗
Municipal/County/State Asset Management Plan	✓	✓
IDOT Multi-Year Plan	✓	✗
ON TO 2050 Regionally Significant Project (RSP)	✓	✗
NE IL Priority Grade Crossings	✓	✗
IDOT Local Roads Status Sheets	✗	✗
Council of Mayors STP-L Program	✗	✗
Illinois Transportation Enhancement Program (ITEP) Project List	✗	✗
Highway Safety Improvement Program (HSIP) Project List	✗	✗
IDOT Major Bridge Program Project List	✗	✗
Invest in Cook Project List	✗	✗

Examples of plans supporting project types

Will County's "Will Connects" 2040 Long Range Transportation Plan includes the goal: "Perform Asset Stewardship – Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies." This goal supports all projects that preserve and maintain the existing system, such as Road Reconstruction and Bridge Rehabilitation or Replacement projects, even though every potential project is not listed individually in the plan.

The Village of Glenview's Capital Improvement Program (CIP) states that "CIP priorities are based on CIP Standards & IMS Ratings for pavement condition" and describes the method for evaluating roadway condition and the criteria for using condition data to select projects for inclusion in the CIP. This statement and description of performance-based project selection methods serve as support for Road Reconstruction projects.

Will Connects discusses truck corridors as an area of need, providing support for Truck Route Improvement projects, and also identifies specific corridors based on varying levels of freight movement.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **STP Project Selection Committee**

From: CMAP Staff

Date: June 18, 2020

Re: STP – Shared Fund: Evaluating the Lessons Learned – Project Categories

---

Staff proposes the following new language for inclusion in the Project Evaluation Process section of the FFY 2022-2026 call for projects application booklet.

Application Categories

Applications will only be evaluated as the project type(s) selected by the applicant, and must demonstrate need in the selected category and include scope elements that address that need. The table below provides additional guidance to assist applicants with choosing the appropriate application category. The table is not intended to be all-inclusive and applicants should contact their Planning Liaison or CMAP staff for project-specific guidance.

Project Type	**Need(s) to be addressed**	**Example scope elements to address needs**
Bicycle and Pedestrian	• Gaps in regional greenways & trails network due to barriers (such as a waterway, highway, or railroad) to bicycle and pedestrian movement	• Bicycle/pedestrian overpass • Bicycle/pedestrian underpass • New multi-use path/trail
Bus Speed Improvements	• On-time performance due to congested conditions • Bus travel time vs. auto travel time	• BRT/ART route construction (stops, pull outs, separators, etc.) • Transit Signal Priority (TSP) and other ITS • Bus-only travel lanes
Bridge Rehabilitation or Reconstruction	• Sufficiency rating	• Bridge replacement • Deck replacement • Superstructure rehab/reconstruct • Substructure rehab/reconstruct

Project Type	Need(s) to be addressed	Example scope elements to address needs
Highway/Rail Grade Crossing Improvements	• Priority grade crossing rank (based on truck, car, and transit traffic, daily trains, daily gate down time, safety, and mobility)	• Grade separation • Other crossing improvements
Road Reconstruction	• Pavement condition (primary) • Mobility (secondary) • Reliability (secondary) • Safety (secondary)	• Reconstruction of roadway
Road Expansion	• Mobility and reliability (primary) • Safety (secondary) • Condition (secondary)	• Additional through lanes • New/extended road • New interchange • New ramps (additional movements)
Safety (Corridor or Small Area)	• High or Critical Safety Tier (related to any mode)	• Safety countermeasures that are appropriate for the crash type(s) in the project corridor/area (see <reference>) • Intersection improvement (turn lanes, etc.) • Vertical/horizontal clearance • Traffic signal modifications
Transit Station	• Station asset condition • Gaps in bicycle and pedestrian access to station	• Rehab, repair, or replace station building, boarding platforms, and other station fixtures • Complete direct connection of sidewalk network to station • Complete direct connection of bicycle network to station
Truck Route Improvements	• High truck volumes • Inadequate roadway geometry for trucks • Barriers (physical/operational) to efficient truck movement • Pavement condition	• Intersection reconstruction to improve turn radii, lengthen storage, etc. • Signal modifications • ITS solutions (corridor or intersection) • Pavement reconstruction (structural)

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **STP Project Selection Committee**

From: CMAP Staff

Date: June 18, 2020

Re: STP – Shared Fund: Evaluating the Lessons Learned – Engineering and ROW Completion Scoring

---

Staff proposes the addition of the below clarifying language (red underlined text) regarding the Engineering and ROW scoring criterion for the FFY 2022-2026 call for projects application booklet. The language proposed below acknowledges that most projects are not expected to receive the maximum points available from this criterion. It also provides specific guidance for transit projects that is similar to the guidance provided for highway projects and clarifies how transit projects can receive phase 2 engineering points.

Engineering and Right of Way Acquisition (0 – 10 points)

Projects can receive up to 10 points, 5 for demonstration of substantial completion of phase 2 (design) engineering and 5 for the completion or lack of need for right of way acquisition.

Points for right of way are as follows:

ROW acquisition complete or not needed	5 points
ROW acquisition incomplete	0 points

Points for phase 2 engineering for projects processed through IDOT are awarded as follows:

Preliminary plans submitted to IDOT	2.5 points
Pre-final plans submitted to IDOT	5 points

It is recognized that IDOT typically will not accept submittals or complete plan review for unfunded projects, and that as a result many applicants will not receive points in this category. However, for applicants seeking to fill funding gaps through the STP shared fund,

the submittal of plans is a significant readiness milestone that is recognized with the awarding of points.

Preliminary plans must meet the requirements of Chapter 63 of the IDOT BD&E Manual, section 63-1.02(b). Pre-final plans must meet the requirements of Chapter 63 of the IDOT BD&E Manual, section 63-1.02(c).

Points for design engineering for projects processed through FTA are awarded as follows:

Completion of any of the following items shall be awarded 2.5 points each, up to a maximum of 5 points:

NEPA Class of Action Determination, FONSI, or ROD
Initiation of Section 106 process
Basis of design/ design criteria report
Design documents (plans and specifications)
Real estate management plan
Project management or project delivery plan
Basis of estimate report

Following the release of draft scores during the 2019 call for projects cycle, staff received numerous questions regarding the Financial Commitment scores. Therefore, staff proposes clarification of the scoring by providing the below example calculations within the text of the application booklet.

Financial Commitment (0 – 5 points)

Projects can receive up to 5 points in this category based on their demonstrated leveraging of other funding sources. Points are awarded as follows to projects based on the amount of funding requested from the shared fund as a percent of the federally-eligible share of the total project cost:

Less than 20%	5 points
20% - less than 40%:	4 points
40% - less than 60%:	3 points
60% - less than 80%:	2 points
80% - less than 100%:	1 point
100% or more:	0 points

The following examples demonstrate the calculation of these points.

Example 1: Applicant requests maximum federal share for all eligible phases

A	B	C	D	E	F	G	H
Phase	Total cost	STP-SF eligible share (0.80 * [B])	Required match ([B]-[C])	Committed funds (non-federal)	Requested STP-SF ([B]-[E])	% eligible requested ([F]/[C])*100	Points
ENG1	$400,000	$0	$400,000	$400,000	$0	n/a	
ENG2	$400,000	$320,000	$80,000	$80,000	$320,000	100%	
ROW	$1,000,000	$800,000	$200,000	$200,000	$800,000	100%	
CON	$4,000,000	$3,200,000	$800,000	$800,000	$3,200,000	100%	
CE	$400,000	$320,000	$80,000	$80,000	$320,000	100%	
Total	**$6,200,000**	**$4,640,000**	**$1,560,000**	**$1,560,000**	**$4,640,000**	**100%**	**0**

Example 2: Applicant requests only construction funding

A	B	C	D	E	F	G	H
Phase	Total cost	STP-SF eligible share (0.80 * [B])	Required match ([B]-[C])	Committed funds (non-federal)	Requested STP-SF ([B]-[E])	% eligible requested ([F]/[C])*100	Points
ENG1	$400,000	$0	$400,000	$400,000	$0	n/a	
ENG2	$400,000	$320,000	$80,000	$400,000	$0	0%	
ROW	$1,000,000	$800,000	$200,000	$1,000,000	$0	0%	
CON	$4,000,000	$3,200,000	$800,000	$800,000	$3,200,000	100%	
CE	$400,000	$320,000	$80,000	$400,000	$0	0%	
Total	**$6,200,000**	**$4,640,000**	**$1,560,000**	**$3,000,000**	**$3,200,000**	**69%**	**2**

Example 3: Applicant requests the use of TDCHs as match (note: per TDCH policy, TDCHs cannot be used for the ROW phase and TDCHs are not considered to be committed funds)

A	B	C	D	E	F	G	H
Phase	Total cost	STP-SF eligible share (0.80 * [B])	Required match ([B]-[C])	Committed funds (non-federal)	Requested STP-SF (including TDCHs) ([B]-[E])	% eligible requested ([F]/[C])*100	Points
ENG1	$400,000	$0	$400,000	$400,000	$0	n/a	
ENG2	$400,000	$320,000	$80,000	$0	$400,000	125%	
ROW	$1,000,000	$800,000	$200,000	$200,000	$800,000	100%	
CON	$4,000,000	$3,200,000	$800,000	$0	$4,000,000	125%	
CE	$400,000	$320,000	$80,000	$0	$400,000	125%	
Total	**$6,200,000**	**$4,640,000**	**$1,560,000**	**$600,000**	**$5,600,000**	**121%**	**0**

Example 4: Applicant requests only construction and construction engineering funds. A portion of the committed funds are from another federal source, which requires 20% match that must be accounted for separately from the match required for the requested STP-SF

A	B	C	E	F	G	H	I	J
Phase	Total cost	STP-SF eligible share (0.80 * [B])	Committed funds (other federal)	Committed funds (matching other federal)	Requested STP-SF	Required match that must also be committed ([B]-[E]-[F]-[G])	% eligible requested ([G]/[C])*100	Points
ENG1	$400,000	$0	$320,000	$80,000	$0	$0	n/a	
ENG2	$400,000	$320,000	$320,000	$80,000	$0	$0	0%	
ROW	$1,000,000	$800,000	$800,000	$200,000	$0	$0	0%	
CON	$4,000,000	$3,200,000	$2,000,000	$500,000	$1,200,000	$300,000	38%	
CE	$400,000	$320,000	$0	$0	$320,000	$80,000	100%	
Total	**$6,200,000**	**$4,640,000**	**$3,440,000**	**$860,000**	**$1,520,000**	**$380,000**	**33%**	**4**

ACTION REQUESTED: Discussion

Chicago Metropolitan Agency for Planning

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

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
18-19-0007	Homewood Station Renovation	Homewood	$9,250,212	Local	$2,312,553	$11,562,765	80%	$11,562,765	9/30/2020	IMP	4/2020	$0	Fund transfer from FHWA to FTA completed 2/2020; FTA grant approval anticipated 5/2020.	3/30/2020	FHWA to FTA transfer request sent to IDOT (11/2019); FTA grant application in TrAMS (11/2019)	12/19/2019
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$80,000	Local	$20,000	$100,000	80%	$4,887,000	9/30/2020	ENG2	6/2020	$0	Agreements submitted 2/19/2020	3/24/2020	QBS completed; agreement submital anticipated 2/2020	12/30/2019
09-14-0019	East New York Street	Aurora	$3,125,600	Local, STP-L, TAP-L	$5,612,619	$8,738,219	45%	$9,180,000	9/30/2020	CON	7/2020 Auth (6/2020)	$0	Initial final plans submitted 3/6/2020; Total CON cost increased with no increase to STP-SF; target letting subject to change pending re-opening of courts to complete ROW certification and status of STP-Local funds in FFY2020;	3/25/2020	Pre-final plans submittal anticipated 1/2020; ROW certification anticipated 4/2020	12/31/2019
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	9/30/2020	ROW	8/2020	$0	ROW agreement submittal expected 4/2020; approval anticipated 8/2020.	3/30/2020	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
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$2,512,000	Local	$628,000	$3,140,000	80%	$25,330,000	9/30/2020	ENG	8/2020	$0	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request made 2/14/20; Consultant selection anticipated in June 2020 using expedited procurement through GEC and Pre-Award Authority	3/20/2020	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request anticipated in 12/2019	12/20/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$3,822,000	Local	$955,500	$4,777,500	80%	$25,330,000	9/30/2020	CON	8/2020	$0	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request made 2/14/20; Consultant selection anticipated in June 2020 using expedited procurement through GEC and Pre-Award Authority	3/20/2020	FTA grant application in TrAMS (12/18/19); FTA to FHWA transfer request anticipated in 12/2019	12/20/2019
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	9/30/2020	ENG2	9/2020	$0	ENG2 total cost increased during contract negotiations, STP-SF participation was increased accordingly. ENG2 LOI for state funding participation received 3/20/20; PPI and ENG2 agreement submittal anticipated by end of March.	3/23/2020	QBS closed (11/14/19), selection anticipated 1/2020; Draft agreement submittal targeting 1/2020 with approval anticipated by 9/2020	12/19/2019
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	9/30/2020	ROW	9/2020	$0	Draft agreement submittal targeting 3/2020 with approval anticipated by 9/2020	3/23/2020	Draft agreement submittal targeting 1/2020 with approval anticipated by 9/2020	12/19/2019
07-19-0011	Burnham Avenue Grade Separation	Burnham	$3,800,000	TDCH	$760,000	$3,800,000	100%	$83,750,000	9/30/2020	ENG1	9/2020	$0	Phase 1 agreements and PPI submittal estimated 3/2020	3/5/2020	Phase 1 consultant selected; agreement approval/obligation anticipated 9/2020	12/30/2019
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	9/30/2020	CON	9/2020 (Auth 8/2020)	$0	Agreements for local participation in this state job are in progress. *IDOT D1 Hwys project remains in FFY2024 in the TIP based on status in the IDOT MYP.*	3/31/2020	Phase 2 in-progress by IDOT Div. of Highways; *Staff note: IDOT D1 Hwys has CON in FFY2024 in the TIP*	12/30/2019
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$243,600	Local	$104,400	$348,000	70%	$5,927,500	9/30/2020	ENG2	10/2020	$0	QBS completed. Consultant selection and agreement submittals anticipated 4/2020; $77,000 STP-SF transferred from ROW in FFY21 to ENG2 in FFY20 for plats & legals	3/30/2020	DA received 5/2019; Phase 2 QBS to begin 1/2020; *Staff note: Target date is after obligation deadline*	12/23/2019
Programming Mark			$40,000,000													
Total FFY 2020 Program			**$39,560,395**													
Balance FFY 2020			$439,605													

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
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	9/30/2021	CON	10/2020	$0	Phase 2 in progress, pre-final plans submittal targeting 5/2020	3/11/2020	Phase 2 in progress, pre-final plans submittal targeting 5/2020	12/18/2019
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	9/30/2021	CON/CE	6/2021 Auth 4/2021	$0	Total cost increased $551,316 due to updated unit costs. STP-SF increased $403,647; Match increased $147,669. Pre-final plans anticipated 1/2021.	3/24/2020	Phase 2 not started; pre-finals anticipated 3/2021 and ROW certification anticipated 12/2020	12/30/2019
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	9/30/2021	CON/CE	7/2021	$0	Phase 2 kick-off held 1/22/2020	3/11/2020	Phase 1 DA 10/24/19; Phase 2 kick-off planned 2/2020	12/18/2019
09-11-0025	Prairie Street Improvements - Wilson Street to Pine Street (Stage 2)	Batavia	$16,100	Local	$6,900	$23,000	70%	$5,927,500	9/30/2021	ROW	7/2021	$0	Phase 2 kick-off anticipated 10/2020. $77,000 STP-SF transferred from ROW in FFY21 to ENG2 in FFY20 for plats & legals work.	3/30/2020	Phase 2 QBS to begin 1/2020	12/23/2019
07-94-0027	Joe Orr Rd Extension	Cook DOTH	$2,500,000	Local	$9,963,462	$12,463,462	20%	$12,679,462	9/30/2021	CON	9/2021 Auth 8/2021	$0	Phase 2 and ROW in progress; pre-final plans submittal and ROW certification targeting 5/2021	3/31/2020	Phase 2 and ROW in progress; pre-final plans submittal and ROW certification targeting 5/2021	12/27/2019
05-11-0010	Depot District Streetscape Project	Berwyn	$5,398,000	Local, STP-L, TAP-S, CMAQ	$11,558,036	$16,956,036	37%	$16,956,036	9/30/2021	CON	11/2021 Auth 9/2021	$0	DA anticipated 7/2020 (waiting on Bio clearance); Pre-final submittal anticipated 3/2021.	3/27/2020	DA anticipated 6/2020 (waiting on Bio clearance); Phase 2 kick-off anticipated 7/2020 with pre-final submittal anticipated 3/2021. No ROW required. CON estimate increased to $16,956,036 due to unit price updates and design refinements.	12/31/2019
Programming Mark			$40,000,000													
Total FFY 2021 Program			**$39,648,347**													
Balance FFY 2021			$351,653													

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

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
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	9/30/2022	CON/CE	11/2021 Auth 9/2021	$0	Pre-final plans anticipated 5/2021; ROW certification anticipated 9/2021	3/30/2020	Pre-final plans anticipated 5/2021	12/23/2019
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$2,464,000	Local	$616,000	$3,080,000	80%	$25,330,000	9/30/2022	ENG	11/2021	$0	This stage not started. Grant approval anticipated 11/2021	3/20/2020	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	9/30/2022	CON	11/2021	$0	This stage not started. Grant approval anticipated 11/2021	3/20/2020	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	9/30/2022	CON	1/2022 Auth 12/2021	$0	Phase 2 kick-off held (11/27/18); Pre-finals targeting 8/2021; ROW initiated (8/2015)	3/5/2020	Phase 2 kick-off held (11/27/18); Pre-finals targeting 8/2021; ROW initiated (8/2015)	12/19/2019
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	9/30/2022	CON/CE	3/2022 Auth 1/2022	$0	Pre-final plans anticipated 10/2021	3/30/2020	Pre-final plans anticipated 10/2021	12/23/2019
07-19-0017	University Park Metra Reconstruction	University Park	$2,500,000	TDCH	$500,000	$2,500,000	100%	$34,900,000	9/30/2022	ENG1	8/2021	$0	Phase 1 QBS expected to start 5/2020; Agreement submittal expected 8/2020 with approval anticipated 8/2021	3/31/2020	Phase 1 QBS expected to start 5/2020	12/31/2019
Programming Mark			$40,000,000													
Total FFY 2022 Program			**$39,927,035**													
Balance FFY 2022			$72,965													

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	$9,486,918	$47,434,590	80%	$73,465,590	9/30/2023	CON/CE	1/2023 Auth 11/2022	$0	Pre-final plans submittal targeting 5/2022	3/23/2020	Phase 2 ENG to start spring 2020	12/19/2019
07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	Dolton	$2,000,000	TDCH	$400,000	$2,000,000	100%	$59,000,000	9/30/2023	ENG1	4/2023	$0	CCDOTH took over technical/financial management of project on 3/18/20; Phase 1 QBS anticipated 1/2023	3/18/2020	Not started	12/20/2019
Programming Mark			$40,000,000													
Total FFY 2023:			**$39,947,672**													
Balance FFY 2023			$52,328													

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	7/2021	$0	Phase 2 kick-off planned 5/2020	3/11/2020	Phase 1 DA 10/24/19; Phase 2 kick-off planned 3/2020	12/18/2019
Programming Mark			$40,000,000													
Total FFY 2024:			**$39,200,000**													
Balance FFY 2024			$800,000													

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: April 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	3/11/2020	Phase 2 kick-off targeting 4/2020	12/18/2019
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 4/2020; Phase 2 RFP and consultant negotiations complete	3/11/2020	Phase 1 PDR submittal targting 1/2020	12/18/2019
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 4/2020; Phase 2 RFP and consultant negotiations complete	3/11/2020	Phase 1 PDR submittal targting 1/2020	12/18/2019
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 5/2021	3/30/2020	NEPA process underway with completion anticipated 12/2020.	12/30/2019
18	CFP16-19-0030		Harlem Station Bus Bridge Reconstruction	CTA	ENG	$3,014,189					$3,014,189	$26,087,186	3/2021	NEPA process initiation expected 5/2020	3/20/2020	No milestones met	12/20/2019
18	CFP16-19-0030		Harlem Station Bus Bridge Reconstruction	CTA	CON			$23,072,997			$23,072,997	$26,087,186	9/2022	NEPA process initiation expected 5/2020	3/20/2020	No milestones met	12/20/2019
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	Consultant selection anticipated 6/2020, with 8/2020 kick-off (if locally funded)	3/13/2020	QBS advertisement (12/5/19); Consultant selection anticipated 6/2020; Tgt auth 6/2020 if funded or 7/2024 if not	12/20/2019
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	Targeting 9/2024 ROW certification	3/13/2020	Phase 2 not started	12/20/2019
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	Targeting 11/2024 letting	3/13/2020	Phase 2 not started	12/20/2019
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	Targeting 11/2024 letting	3/13/2020	Phase 2 not started	12/20/2019
22	CFP09-19-0010		Dauberman Road Extension	Kane Co DOT	CON		$5,350,874				$5,350,874	$5,350,874	11/2021	CON cost estimate increased due to ENG2 progress; updated STP-SF request from $5,350,874 to $6,022,523; Target letting changed but no other targets adjusted.	3/19/2020	State/Fed Ph2 Coord Meeting (10/22/19); Pre-final plans targeting 5/2020; ROW initiated, targeting certification 9/2020	12/20/2019
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; pre-finals are anticipated 10/2021	3/9/2020	Phase 1 DA 3/15/19; No other progress made, but pre-finals are anticipated 8/2020	12/23/2019
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; ROW certification is anticipated 1/2022	3/9/2020	Phase 1 DA 3/15/19; No other progress made, but pre-finals are anticipated 8/2020	12/23/2019
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	3/2022	Phase 1 DA 3/15/19; No other progress made	3/9/2020	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	3/2022	Phase 1 DA 3/15/19; No other progress made	3/9/2020	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	DA anticipated 4/2020; pre-final plans anticipated 2/2021	3/31/2020	Phase 1 PDR submitted 6/2019; DA anticipated 1/2020; pre-final plans anticipated 2/2021	12/20/2019
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	CE			$171,418			$171,418	$2,620,331	10/2021	DA anticipated 4/2020; pre-final plans anticipated 2/2021	3/31/2020	Phase 1 PDR submitted 6/2019; DA anticipated 1/2020; pre-final plans anticipated 2/2021	12/20/2019
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	3/20/2020	PDR submitted 11/2019; DA anticipated 5/2020	12/30/2019
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	3/20/2020	Pre-final plans submittal anticipated 10/2021	12/30/2019

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: April 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
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	3/20/2020	Pre-final plans submittal anticipated 10/2021	12/30/2019
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	ENG2	$400,000					$400,000	$5,100,000	6/2022	DA anticipated 5/2020; Target authorization delayed to 2022	3/31/2020	PDR submitted 12/10/18; DA anticipated 3/2020	12/23/2019
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CON		$4,200,000				$4,200,000	$5,100,000	6/2023	Pre-final plans submittal anticipated 12/2022	3/31/2020	Pre-final plans submittal anticipated 12/2021	12/23/2019
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CE		$500,000				$500,000	$5,100,000	6/2023	Pre-final plans submittal anticipated 12/2022	3/31/2020	Pre-final plans submittal anticipated 12/2021	12/23/2019
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	8/2023	DA anticipated 8/2020; ROW certification targeting 6/2023	3/20/2020	PDR submitted 5/2019; DA anticipated 6/2020; Phase 2 consultant selected	12/30/2019
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 3/2022	3/20/2020	Pre-finals anticipated 10/2021	12/30/2019
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 3/2022	3/20/2020	Pre-finals anticipated 10/2021	12/30/2019
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	3/30/2020	Anticipate NEPA process from 10/2020-10/2021; Final design 8/2023	12/31/2019
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.	3/23/2020	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	12/27/2019
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.	3/23/2020	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	12/27/2019
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 DA anticipated 5/2020; Phase 2 kick-off anticipated 7/2020.	3/31/2020	Phase 1 PDR submitted (8/2019)	12/19/2019
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 DA anticipated 5/2020; Phase 2 kick-off anticipated 7/2020	3/31/2020	Phase 1 PDR submitted (8/2019)	12/19/2019
43	CFP12-19-0021	12-06-0005	80th Avenue (CH 83) from 183rd St to 191st St	Will Co DOT	CON		$19,640,804				$19,640,804	$19,640,804	4/2021	Phase 2 kick-off held (1/16/19); Pre-final plans targeting 5/2020; CON cost increased $3.4M application match % applied and request adjusted	3/15/2020	Phase 2 kick-off held (1/16/19); Pre-final plans targeting 5/2020	12/20/2019
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	ENG2	$3,589,624					$3,589,624	$35,589,026	4/2021	NEPA process initiation expected 5/2020	3/20/2020	Systems Mgmt Plan, Prelim. Design, Prelim. Cost Est., and Prelim. Contract Packaging Plan complete	12/20/2019
44	CFP16-19-0032		Dearborn Subway Waterproofing and Track Improvements	CTA	CON			$31,999,402			$31,999,402	$35,589,026	1/2022	NEPA process initiation expected 5/2020	3/20/2020	Systems Mgmt Plan, Prelim. Design, Prelim. Cost Est., and Prelim. Contract Packaging Plan complete	12/20/2019
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	3/27/2020	Phase 2 pre-finals complete, holding finals until funding awarded	12/20/2019
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	3/27/2020	If funding is awarded, ready to inititate phase	12/20/2019
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	3/27/2020	If funding is awarded, ready to inititate phase	12/20/2019

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: April 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
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; Kick-off anticipated 7/2020 and pre-finals 12/2020 for 6/20/21 letting	3/30/2020	Phase 2 agreements submitted 10/2019; pre-final plans submittal anticipated 10/2020	12/30/2019
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; Kick-off anticipated 7/2020 and pre-finals 12/2020 for 6/20/21 letting	3/30/2020	Phase 2 agreements submitted 10/2019; pre-final plans submittal anticipated 10/2020	12/30/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CON		$4,296,000				$4,296,000	$11,708,800	n/a	Sponsor going ahead with project using local funds - will be dropped from this program	2/20/2020	DA anitcpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CE		$648,000				$648,000	$11,708,800	n/a	Sponsor going ahead with project using local funds - will be dropped from this program	2/20/2020	DA anitcpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CON				$5,884,800		$5,884,800	$11,708,800	n/a	Sponsor going ahead with project using local funds - will be dropped from this program	2/20/2020	DA anitcpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019
49	CFP10-19-0024		Darrell Road Corridor Improvement	Lake Co DOT	CE				$880,000		$880,000	$11,708,800	n/a	Sponsor going ahead with project using local funds - will be dropped from this program	2/20/2020	DA anitcpated 6/2020 (waiting on PSI); pre-final plans anticipated 10/2021; ROW cert. anticipated 11/2021	12/20/2019
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	3/31/2020	Phase 2 QBS consultant selected, but phase not started	12/23/2019
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%	3/4/2020	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019
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%	3/4/2020	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019
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%	3/4/2020	Phase 2 at 60%; updated targets anticipated by March 2020 update	12/30/2019
57	CFP09-19-0009		Bliss/Main/Fabyan Intersection Realignment and Roundabout	Kane Co DOT	CON	$7,479,133					$7,479,133	$7,479,133	4/2021	CON cost estimate increased $1.2M due to progess on ENG2, updated cost based on application match ratio reflected in this report; Phase 2 in progress with pre-final plans submittal anticipated 11/2020 and ROW certification anticipated 1/2021	3/18/2020	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
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	ENG2	$36,628					$36,628	$42,263,974	TBD	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2019; DA targeting 6/2020	12/20/2019
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	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2020	12/20/2019

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: April 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
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	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2021	12/20/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CON		$457,850				$457,850	$42,263,974	TBD	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2022	12/20/2019
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CE		$45,785				$45,785	$42,263,974	TBD	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2023	12/20/2019
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	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2024	12/20/2019
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	DA targeting 9/2020	3/27/2020	Phase 1 PDR submitted 5/2019; Bio clearance 8/2025	12/20/2019
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	3/4/2020	DA 10/22/19; Not started; no target provided but pre-final plans due 9/2020 to meet CON target	12/20/2019
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	3/4/2020	DA 10/22/19; Not started; no target provided but pre-final plans due 9/2020 to meet CON target	12/19/2019
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CON		$4,550,000				$4,550,000	$5,717,000	3/2021	Not started	3/4/2020	Not started	12/21/2019
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CE		$757,000				$757,000	$5,717,000	3/2021	Not started	3/4/2020	Not started	12/21/2019
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	4/2021	Target final PS&E 4/2021; Target ROW certification 3/2021	3/24/2020	Phase 2 kick-off held (10/30/18); ROW inititated 5/4/18; Target pre-finals 5/2020	12/20/2019
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	8/2023	Target pre-finals 5/2023; ROW certification 9/2022	3/24/2020	Phase 2 kick-off held (10/30/18); ROW inititated 5/4/18; Target pre-finals 5/2020	12/20/2019
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	3/21/2020	Draft PDR 8/13/18, DA anticipated 4/2020	12/17/2019
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	3/21/2020	Draft PDR 8/13/18, DA anticipated 4/2020	12/17/2019
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	3/21/2020	Pre-final plans anticipated 8/2023	12/17/2019
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	3/21/2020	Pre-final plans anticipated 8/2023	12/17/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and	Country Club Hills	ENG2	$396,000					$396,000	$6,400,000	Not provided	Phase 1 DA received 12/2010	3/27/2020	Phase 1 DA received 12/2010	12/27/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and	Country Club Hills	ROW	$563,200					$563,200	$6,400,000	Not provided	Phase 1 DA received 12/2010	3/27/2020	Phase 1 DA received 12/2010	12/27/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and	Country Club Hills	CON		$4,946,160				$4,946,160	$6,400,000	4/2024	Phase 1 DA received 12/2010	3/27/2020	Phase 1 DA received 12/2010	12/27/2019
66	CFP07-19-0018		Crawford Avenue (Pulaski Road) Widening and	Country Club Hills	CE		$494,640				$494,640	$6,400,000	4/2024	Phase 1 DA received 12/2010	3/27/2020	Phase 1 DA received 12/2010	12/27/2019

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