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, July 16, 2020
9:30 a.m.

Please join this meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/724407733

You can also dial in using your phone.
United States: +1 (312) 757-3121
Access Code: 724-407-733

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – June 25, 2020
ACTION REQUESTED: Approval

4.0 Evaluating the Lessons Learned
Staff will review the attached presentation and make recommendations regarding the transportation impact scoring for bus speed improvement and transit station improvement projects, transportation impact and planning factor scoring for new bicycle and pedestrian project types, and changes to the complete streets planning factor scoring.
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 June quarterly status updates.
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, August 6, 2020 at 9:30 a.m. The meeting will be held virtually.

10.0 Adjournment

STP Project Selection Committee Members:

_____ Dan Burke	_____ Chad Riddle*	_____ Eugene Williams
_____ John Donovan*	_____ Leon Rockingham	_____ John Yonan*
_____ Jesse Elam	_____ Jeffery Schielke	_____ vacant (RTA)*
_____ Kevin O'Malley	_____ Jeffrey Sriver	

*Advisory

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

June 25, 2020
Via GoToMeeting

Committee Members Present:	Jesse Elam, Chairman – CMAP, Dan Burke – CDOT, John Donovan – FHWA, Lorri Newson – RTA, Kevin O'Malley - CDOT, Tara Orbon – Counties, Leon Rockingham – Council of Mayors, Jeffery Schielke – Council of Mayors, Jeffrey Sriver – CDOT
Others Present:	Elaine Bottomley, Len Cannata, Grant Davis, Jackie Forbes, Michael Fricano, Jeremy Glover, Noah Jones, Mike Klemens, Daniel Knickelbein, Matthew Pasquini, Kelsey Passi, Leslie Phemister, David Seglin, Troy Simpson, David Tomzik, Audrey Wennink
Staff Present:	Laurent Ahiablame, Aaron Brown, Teri Dixon, Kama Dobbs, Doug Ferguson, James Gross, Jane Grover, Craig Heither, Leroy Kos, Elliott Lewis, Martin Menninger, Russell Pietrowiak, Todd Schmidt, Tina Smith, Mary Weber, Simone Weil

1.0 Call to Order

The meeting was called to order at 1:03 pm by Chairman Elam.

2.0 Agenda Changes

There was one agenda change. Due to overlapping meetings, Item 4.4, the Inclusive Growth presentation, was moved ahead of Item 4.1. Chairman Elam also reminded members and other attendees of best practices for participating in a virtual format.

3.0 Approval of Minutes – January 30, 2020

A motion by Mayor Schielke, seconded by Mayor Rockingham, to approve the minutes of the January 30, 2020 meeting as presented, carried.

4.0 Evaluating the Lessons Learned

4.1 Eligibility Criterion: Inclusion in Plans

Ms. Dobbs discussed draft language for the application booklet regarding the addition of Inclusion in Plans as an eligibility criterion. She stated that this language will be inserted into the section that discusses match and phase 1 engineering requirements. Ms. Dobbs reminded members that the language will not apply to applicants requesting funding for only phase 1 engineering. However, as in the last call, the requirement is either that the specific project or type of project be included in a plan. Ms. Dobbs then referenced the table in the memo, which details typical plan types found on agency websites, and those completed through CMAP's LTA program and RTA's community planning program. As the table is not all-inclusive, Ms. Dobbs stated that CMAP plans to designate specific planning staff contacts to answer applicants' questions about eligibility. Ms. Dobbs then asked committee members for their general concurrence with this approach. She stated that formal approval will occur when the final application booklet is approved in the fall.

4.2 Project Categories

Ms. Dobbs reminded committee members that, as discussed in January, staff suggests requiring applicants to identify the project category that their application should be evaluated under. She noted that the memo in the meeting packet contains the draft guidance language. Ms. Dobbs stated that, like the previous agenda item, staff is seeking the committee's general concurrence with this approach. While the table reflects current methodology, with one exception, Ms. Dobbs indicated that the information may change based on this committee's continued discussion of the transportation impact scoring later this summer. That one exception, she explained, is related to the bicycle/pedestrian project category, which is scheduled as an agenda item at the next meeting on July 16th.

In response to a question from Mr. Sriver, Ms. Dobbs confirmed that an applicant could select more than one evaluation category, based on the needs being addressed by the project. Chairman Elam highlighted the addition of bicycle/pedestrian category, noting that exact parameters for scoring need to be determined.

Mr. O'Malley asked staff to research federal eligibility criteria regarding categories that are not included. Chairman Elam responded that in general STP funding can be used for pretty much anything except transit operating costs. Ms. Dobbs added that primarily the typical local STP funded projects are maintenance projects that this committee determined should not be included in the regional shared fund program. Mr. Tomzik asked via the meeting chat function if the transit station category includes bus facilities such as Pulse stations and transit centers and stated that pedestrian access at these locations is

also a concern. Chairman Elam responded that transit stations were originally thought of as rail stations, and Pulse projects may be better covered under bus speed improvements.

4.3 Project Readiness

Ms. Dobbs stated that during the development of the shared fund methodology in 2018, the committee had several discussions regarding appropriate scoring for engineering and ROW completion. She directed the committee to the memo in the packet, which includes proposed modifications to the application booklet in the project readiness section. Ms. Dobbs explained that language was added to highlight IDOT's review policies, which notes that although most applicants will not receive maximum points in this category, those that have met the milestones will be rewarded with points. Additionally, language and criteria were also added for transit projects that will be processed through FTA to establish a clearer way for these projects to receive points for meeting milestones. Ms. Dobbs said that following the release of scores during the first call for projects, staff received several questions from applicants regarding the Financial Commitment scores. While no changes to the methodology are being proposed, staff is proposing inserting the examples shown in the memo into the application booklet to illustrate how points are calculated. Chairman Elam emphasized that this is something CMAP wants to work with IDOT on in order to match their process.

Mr. Knickelbein inquired about phase 2 engineering, noting that since IDOT has stated they won't move forward with phase 2 unless federal funding is secured, could this will result in projects that have other fund sources receiving additional points. Ms. Dobbs said that IDOT will review plans that are progressing according to the federal process; however, most locally funded projects would not go through IDOT. Ms. Dobbs then reiterated that most projects won't reach the highest level of readiness but this scoring is meant to reward those that do. Mr. Davis inquired how temporary easements impact scoring. Ms. Dobbs indicated that the application will ask if a project will require right of way. If it's known at the time of the application that funds will be spent on temporary easements, it should be acknowledged in the application. Ms. Orbon suggested that the term 'land acquisition' be used instead of 'right of way.' She stated this would be more inclusive and would encompass anything that would go through the Bureau of Land Acquisition for right of way certification. Ms. Dobbs stated that the language can be changed throughout the application booklet based on this suggestion.

4.4 Inclusive Growth

Ms. Grover presented the results of the staff evaluation of the inclusive growth elements included in the FFY 2020-2024 Shared Fund application process. She

noted that this presentation was a first discussion, and that CMAP staff will bring a proposal for committee consideration at a future meeting. Ms. Grover explained that the evaluation sought to determine if the inclusive growth elements of the methodology results in more participation in the program by disadvantaged communities and more benefits to disadvantaged persons, while also considering if certain criteria, such as financial commitment and project readiness, had a negative impact on the disadvantaged.

She reported that staff concluded that there is evidence that the inclusive growth factors changed the mix of projects programmed, that scoring for financial commitment and project readiness did not work against disadvantaged communities, and that eliminating local match and offering preliminary engineering funding appears to have had a positive effect on encouraging low-capacity local governments to submit proposals. Chairman Elam asked for feedback from the committee on whether and how the scoring should be adjusted for the next call for projects to continue to prioritize and promote inclusive growth.

Mayor Rockingham said the presentation showed that those communities with greater disadvantages are applying more. He was in favor of continuing with the current criteria. Ms. Newson agreed that the current methodology should be retained and suggested that staff continue to monitor future application cycles to see if there is an increase in the number of disadvantaged communities applying and if so, how many are approved. Mayor Schielke stated the staff has done a very nice job of exposing factors the region didn't initially invest enough time in understanding. He added that he hopes the committee will keep this as a work in progress especially as the region continues to see the financial impacts of COVID. Mayor Schielke also stated that he had received several calls recently from local governments, and there seems to be a high degree of concern regarding the future levels of available funding. Mr. Donovan stated he finds these results very encouraging and he found the increase in awards for disconnected communities a positive first step. Mr. O'Malley commented that the positive outcome is great. He added that he'd like to keep the conversation going, and as staff prepares more analysis, he'd be open to changes to the process.

Chairman Elam stated that Ms. Wennink noted via the meeting chat that the council bonus points far exceed the inclusive growth points and suggested staff evaluate the impact of bonus point on equity. Chairman Elam noted that discussion of the bonus points and their effect on programming will occur later this summer.

4.5 Additional Scoring Criteria

Ms. Dobbs explained that with the shifting of inclusion in plans to an eligibility criterion, ten points are now available to be either redistributed among other existing scoring criteria or for a new scoring category. She clarified that staff was not proposing any new criteria at this time, but if the committee had any suggestions that staff should look into, now was an opportunity to discuss those. Mr. O'Malley said the city had written a memo, and included the other committee members, regarding ideas they had about the existing scoring criteria. He asked if there was time in the future this could be discussed. Chairman Elam responded that all of the comments in the letter will be addressed at one or more of the meetings in the future. Mr. O'Malley concluded that he feels the criteria are correct but further discussion about implementation is needed.

5.0 Shared Fund Status Update

Ms. Dobbs stated that the April program reports were posted with the meeting packet and that June status updates are currently in progress and that about half had been received. An updated report will be published before the next meeting in July.

Ms. Dobbs then discussed some changes since the publication in April, which include sponsors requesting, and staff granting, obligation deadline extensions for all FFY 2020 phases, with one exception. The City of Countryside requested to have their project moved to the contingency program. As a result, she said, a little over $900 thousand was available for reprogramming in FFY 2020. Per the active program management policies, staff reached out to the CTA – as the sponsor of the highest-ranking contingency project seeking funds in FFY 2020 - and offered the available funds to them. Ms. Dobbs reported that CTA did accept the partial funding and identified Rebuild Illinois bond funds to make up the funding difference. She noted that while the CTA project was overall the 4th highest ranked project on the contingency list, the three higher ranked projects are seeking construction funding in later years and as of the March status updates, had not started phase 2 engineering. Therefore, she explained, these three projects would be unable to obligate funds for construction within FFY 2020.

Ms. Dobbs then reported that cost increases were accommodated in FFY 2020 for the ROW phase of Plainfield's 143rd St. project and in FFY 2021 for the construction phase of Streamwood's Irving Park Rd. at Bartlett Rd. project. Furthermore, about $7,000 was moved from right of way in FFY 2021 to phase 2 engineering in FFY 2020 for plats and legals work for Batavia's Prairie St. Project.

6.0 Local Program Updates

Ms. Dobbs reported that nearly 375 applications were received by the councils and CDOT, with 95 additional projects being grandfathered. She noted that several councils' and CDOT's programs are currently available for public comment, with the remainder scheduled for release in the next few weeks. The programs are available on individual

council websites and the CMAP website. Additionally, she stated, the CMAP weekly update email contains an announcement and CMAP has been making social media posts and issuing targeted press releases announcing the opportunities for comment.

7.0 Other Business

There was no other business.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

Chairman Elam announced that the next meeting will be held virtually on Thursday, July 16th at 9:30am. Discussion will include staff's proposal for bicycle and pedestrian project scoring as well as complete streets planning factors and project scoring for the transit category.

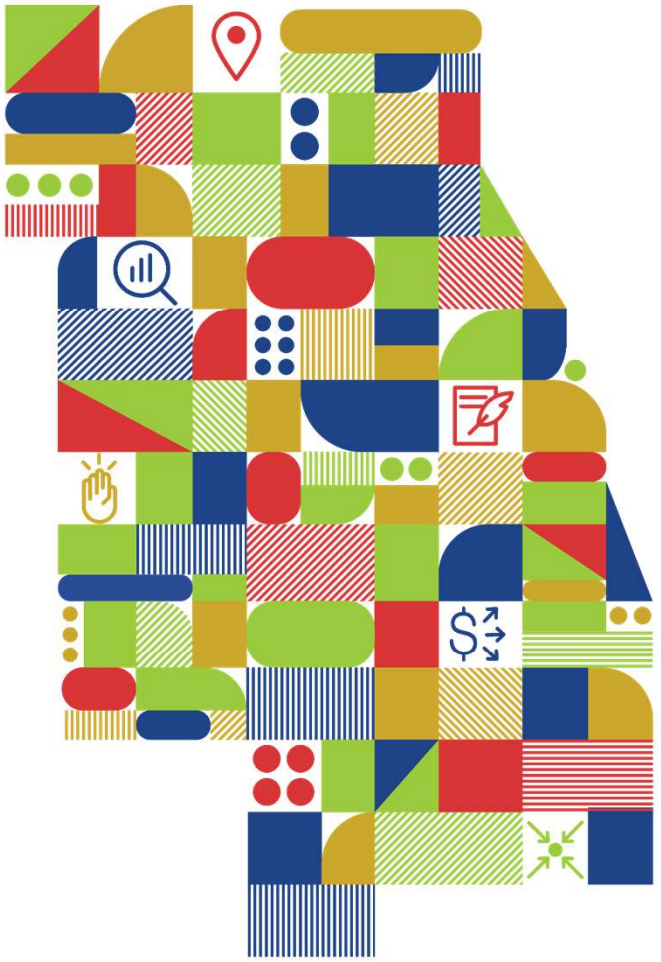
10.0 Adjournment

On a motion by Mayor Rockingham, seconded by Mayor Schielke, the meeting adjourned at 1:55 p.m.

CMAP

Transit and Bike/Ped Scoring

July 16, 2020



Overview

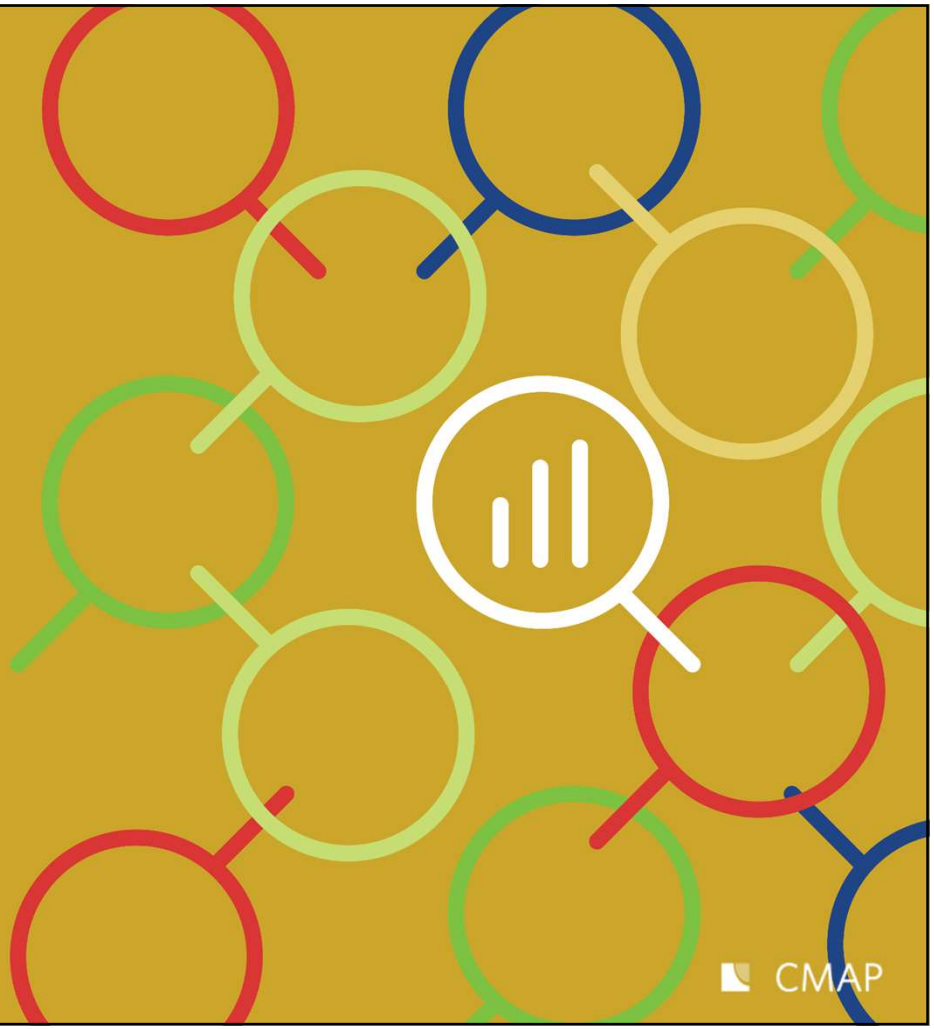
Review existing transportation impact scoring: bus speed, transit stations

Staff proposal for scoring new bike/ped project categories

Review complete streets planning factor scoring methodology

CMAP

Bus Speed Improvements



Current methodology

Existing Condition

Current on-time performance of bus routes being improved (50%)

Difference between bus travel time and auto travel time on the road(s) being improved (50%)

Improvement (cost effectiveness of)

Improvement to on-time performance (50%)

Change in the bus-auto travel time differential (50%)

CMAP

Proposed methodology changes

No changes proposed

CMAP

Transit Station projects



Current methodology

Existing Condition

Cost-weighted average TERM condition rating of station components, scaled to 20 pts

For station reconstructions that increase passenger area: TERM score, scaled to 15 pts; extent of existing capacity constraint, scaled to 5 pts

Improvement (cost effectiveness of)

Difference in cost-weighted average TERM condition rating before and after the project

For station reconstructions that increase passenger area, difference in TERM score, scaled to 15 pts; extent that the project addresses capacity constraint, scaled to 5 pts

CMAP

Proposed methodology changes

- Remove passenger capacity from the scoring
- Add bicycle/pedestrian access to stations as a component of the scoring
- Include bus terminal/transfer points and certain park-n-ride lots served by express buses as “stations”

CMAP

Proposed existing condition score

For reconstruction/rehab of station only:

Cost-weighted average TERM rating, scaled to 20 pts (no change)

For bike/ped access to station only:

Percent of roads in station area* with no sidewalk, scaled to 20 pts

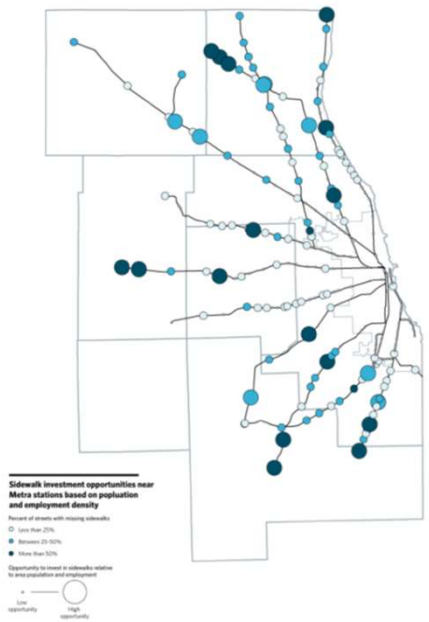
For projects including both station and access:

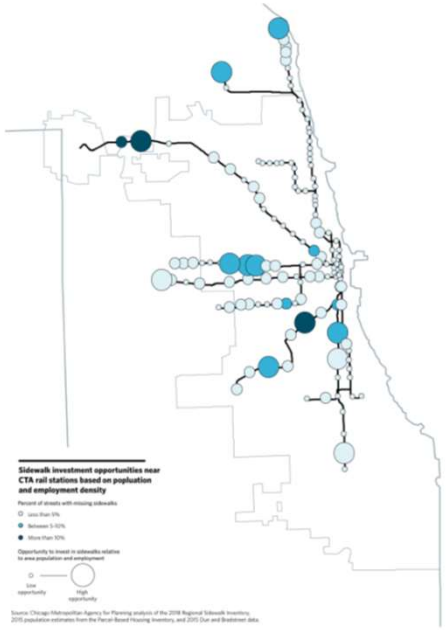
Factors calculated as above; Both factors are worth 50% of the score

*within ½ mile of station

CMAP

Transit station sidewalk analysis





CMAP staff will also analyze Pace bus terminals, transportation centers, park-n-ride lots, and PULSE station locations prior to the 2021 call for projects.

Source: CMAP analysis of the 2018 Regional Sidewalk Inventory

CMAP

Station data

Station name	Line	Road with no sidewalk (feet)	Road with sidewalks on one or more sides (feet)	Percent of roads with no sidewalk	Percent of Roads with sidewalk on one or more sides	Estimated population and employment	Opportunity to build sidewalks	County
La Fox	UP-W	11,623	-	100.00%	0.00%	less than 250	High	Kane
University Park	ME	14,875	614	96.04%	3.96%	less than 250	High	Will
Palos Park	SWS	53,364	6,586	89.01%	10.99%	4,000	High	Cook
Ingleside	MD-N	33,634	6,824	83.13%	16.87%	1,750	High	Lake
Medinah	MD-W	28,196	5,791	82.96%	17.04%	1,250	High	DuPage
Long Lake	MD-N	31,800	8,051	79.80%	20.20%	1,500	High	Lake

Source: CMAP analysis of the 2018 Regional Sidewalk Inventory (cmap.is/SidewalksTransit)

Proposed improvement score
(cost-effectiveness of)

For reconstruction/rehab of station only:

Difference in cost-weighted average TERM rating of station components before and after the project (no change)

For bike/ped access to station only:

% of new plus improved sidewalk (linear ft) in station area

For projects including both scope elements:

Factors calculated as above; Both factors are worth 50% of the score

CMAP

Station data

Station name	Line	Road with no sidewalk (feet)	Road with sidewalks on one or more sides (feet)	Percent of roads with no sidewalk	Percent of Roads with sidewalk on one or more sides	Estimated population and employment	Opportunity to build sidewalks	County
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Ingleside	MD-N	33,634	6,824	83.13%	16.87%	1,750	High	Lake
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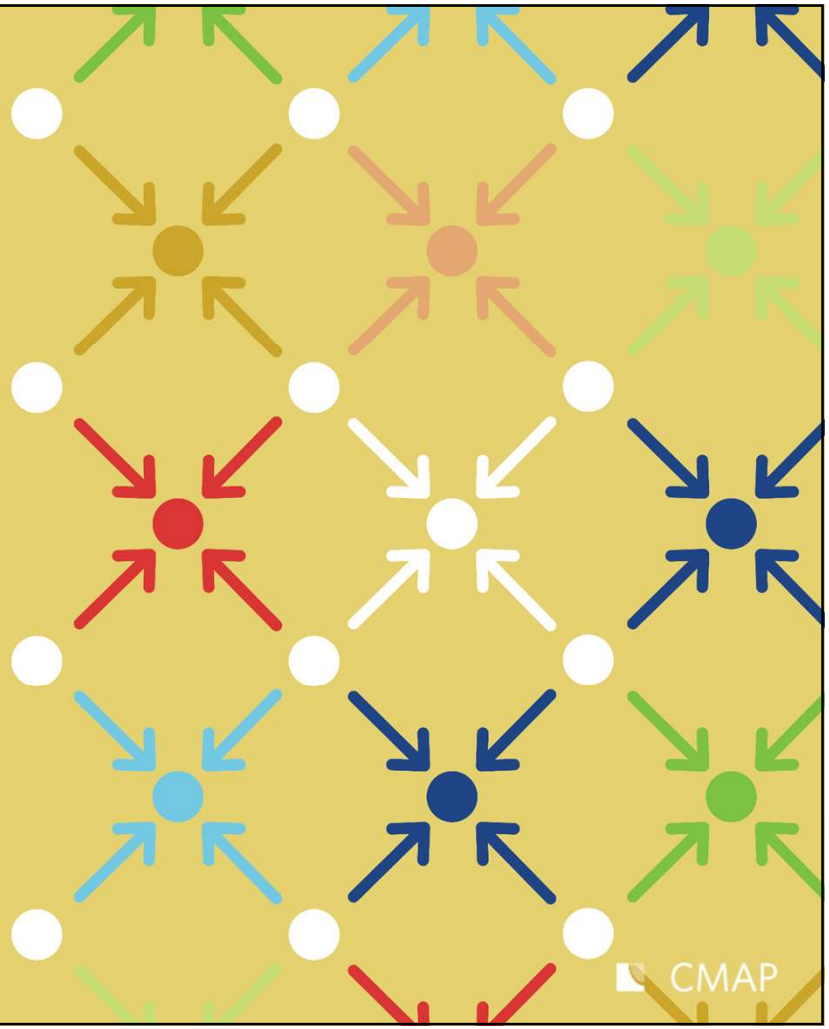
Source: CMAP analysis of the 2018 Regional Sidewalk Inventory (cmap.is/SidewalksTransit)

Jobs + households score

Calculated based on the travel shed of the station (no change)

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Bicycle and Pedestrian Barrier Elimination



Proposed eligible projects

Projects that remove or reduce a significant physical barrier to bicycle/pedestrian movement

Barriers may be:

- Water features
- Railroads
- Roads (physically divided and/or unsafe to cross)

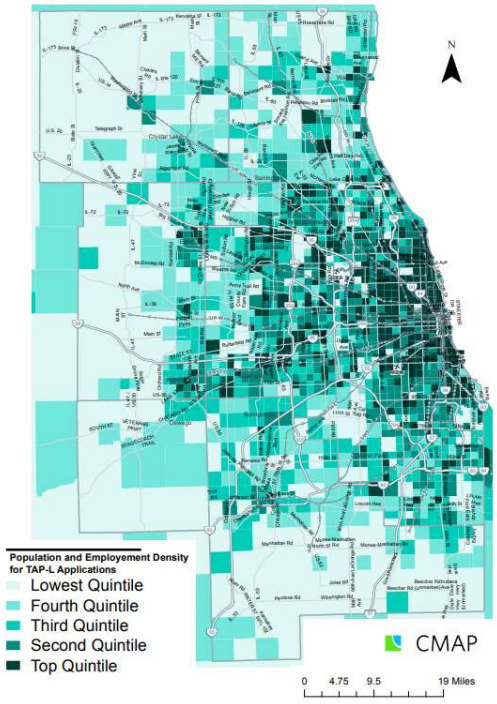
CMAP

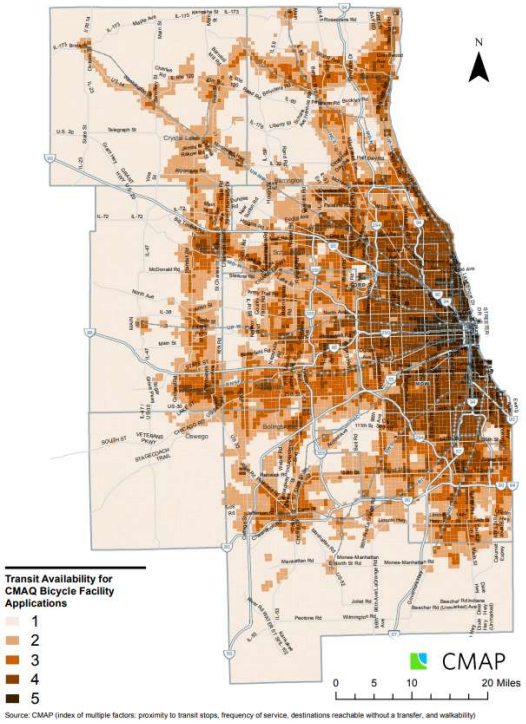
Proposed existing condition score

Barrier Type	Route Characteristics (50%)		Market for Facility (25%)	Connectivity (25%)
Railroad	Number of daily freight, commuter, and passenger trains on line(s) being crossed	Proximity to rail operations bottlenecks (yard, rail-rail at grade crossings, etc.)	Population and employment density and transit availability index in the area served by the facility	Degree to which project completes the Regional Greenways and Trails Plan (RGTP)
Roadway	Level of traffic stress on facility being crossed			
Water feature	Distance to nearest alternate crossing (with bike/ped infrastructure)			

Market for facility (all barriers)

Population and employment density and transit availability in the area served by the facility are used to evaluate anticipated usage





Market for facility (all barriers)

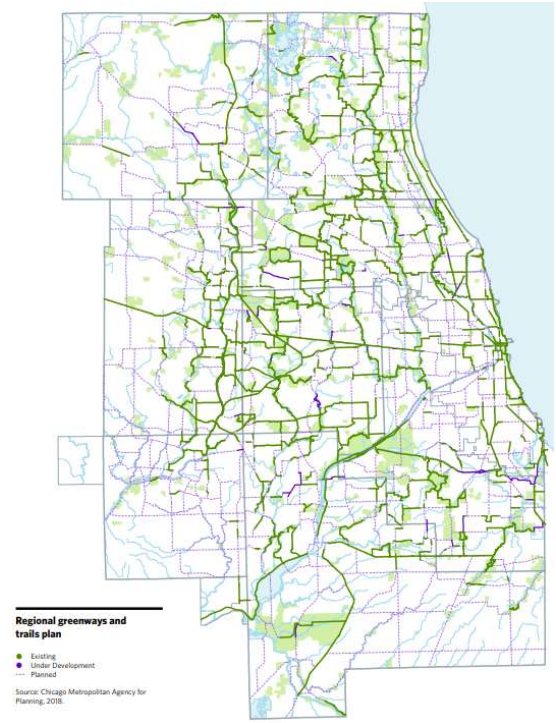
Sum of population and employment density points and transit availability index points

Pop/Employment Quintile	Points
Top quintile of region	2.5
Second quintile	2
Third quintile	1.5
Fourth quintile	1
Lowest quintile	0.5

Transit Availability Index	Points
5	2.5
4	2
3	1.5
2	1
1	0.5

RGTP connectivity (all barriers)

Description	Connectivity Points
Connects two existing Regional Greenways & Trails Plan sections	5
Extends an existing regional trail	4
Builds a new isolated section of a planned regional trail	3
Builds a new facility that intersects an existing regional trail	2
Removes bike/ped barrier at location not included in the RGTP	1



Route characteristics (rail barriers)

Average number of daily trains on the line(s) crossed

Quintile	Points
Top quintile of region (__ to __ daily trains)	5
Second quintile (__ to __ daily trains)	4
Third quintile (__ to __ daily trains)	3
Fourth quintile (__ to __ daily trains)	2
Lowest quintile (__ to __ daily trains)	1

Proximity to relevant rail operations bottlenecks (yard, rail-rail at grade crossings, etc.)

Quintile	Points
Top quintile of region (__ to __ miles)	5
Second quintile (__ to __ miles)	4
Third quintile (__ to __ miles)	3
Fourth quintile (__ to __ miles)	2
Lowest quintile (__ to __ miles)	1

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Route characteristics (road barriers)

Level of Traffic Stress score on the facility being crossed

- Scores range from 1.0 to 4.995 based on physical and operational characteristics of the roadway links and traffic volume

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Route characteristics (water barriers)

Distance to nearest alternate crossing (with bike/ped infrastructure)

Distance	Points
> 2.5 miles	10
> 1 mi – 2.5 mi	7.5
> 0.5 mi – 1 mi	5
> 0.25 mi – 0.5 mi	2.5
0.25 mi or less	0

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Proposed improvement score

Cost effectiveness of change in route characteristics

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Proposed Jobs + households score

Travel sheds will be defined using data from the Bicycle Switching Model used for CMAQ and TAP project evaluations

Jobs and households within the travel shed will be assigned in the same manner as all other project types

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Proposed Planning Factors

Inclusive growth

Demographics of project area (1 mi buffer)

Green infrastructure

Policy & Elements

Complete Streets

Policy only

Current factors

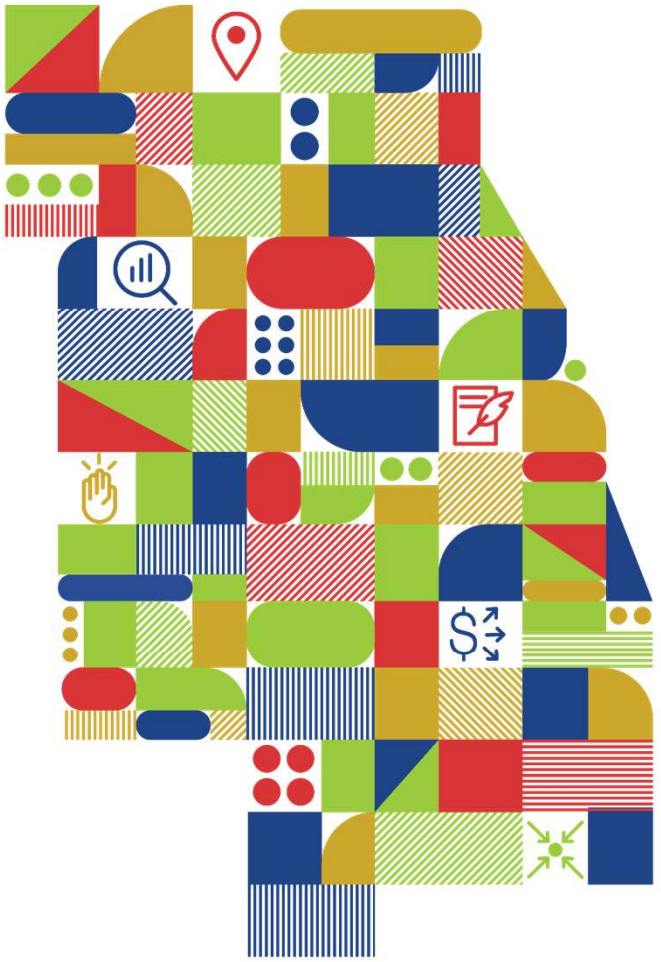
Project types	Planning factors				
	green infrastructure	freight movement	inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	5	-	10	10	-
Truck route improvements	5	-	10	10	-
Road expansions	5	5	10	5	-
Road reconstructions	5	5	10	5	-
Bridge rehab/ reconstructions	-	5	10	10	-
Corridor-level or small area safety improvements	-	5	10	10	-
Transit station rehab/ reconstructions	-	-	10	5	10
Bus speed/reliability improvements	-	-	10	5	10
	Maximum: 25				

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Complete Streets Planning Factor

July 16, 2020



Current scoring

A project receives half of the points in this category if the project sponsor has adopted complete streets policies, and the other half if the project contains complete streets elements or has documented an exception to complete streets policies during phase 1 or phase 2 engineering.

Transit station, bus speed improvement, road reconstruction, and road expansion projects can receive a total of 5 points in this category (2.5 from policies, 2.5 from project elements).

Grade crossings, bridge reconstructions, safety projects, and truck routes can receive a maximum of 10 points (5 from policies, 5 from project elements).

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Comments received

All applicants should be required to include context appropriate complete streets facilities in their projects.

The proposed complete streets elements should be confirmed to be feasible and should not have associated costs (land acquisition, utilities, etc.) or other issues that will result in the elimination of these elements from final design.

Half of the potential points for this category may be awarded for a project in a community having a complete streets policy in place, even if the project itself does not include any complete streets elements. This approach will not actively advance implementation of on-the-ground improvements. All points should be linked to having complete streets elements.

Replacing complete streets elements “in-kind” should be scored as including elements.

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Proposed changes

Change from equal weight for policy and elements to 40% of points for policy and 60% of points for elements

Elements points are the sum of points for individual elements (sidewalks, on-street bike, multi-use path/trail)

Complete streets elements

Elements included in project*	Points
Sidewalks	+ 2 pts per side
Marked/striped bike lane	+ 1 pt per side
Buffered/protected bike lane	+ 3 pts per side
Multi-use path/trail (either side)	+ 4 pts

Maximum points = 14
(scale to max. per methodology)

*Added, replaced, improved, or existing

Example

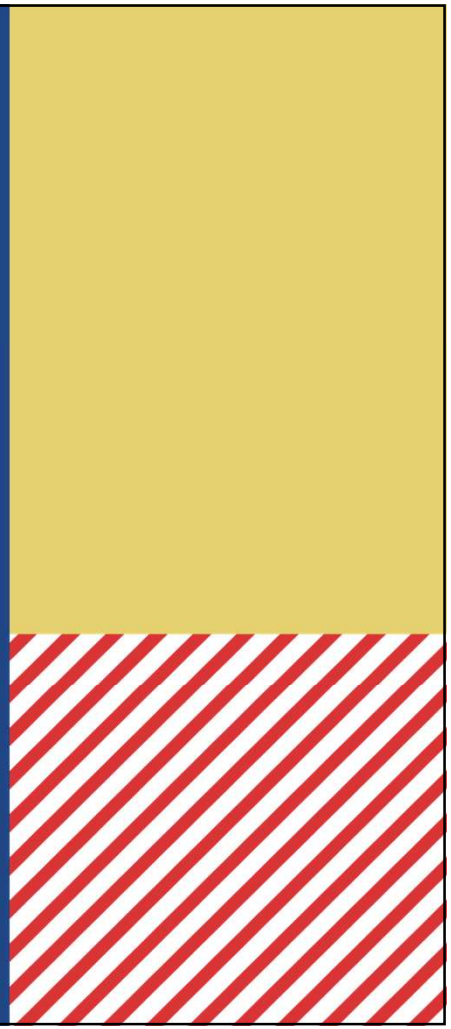
project results in:
sidewalk on one side and
multi-use path on one side

score is:
2 + 4 = 6

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www.cmap.illinois.gov

Kama Dobbs
kdobbs@cmap.Illinois.gov



Chicago Metropolitan Agency for Planning

FFY 2020 - 2024 STP - Shared Fund Active Program Status Report: July 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	3/31/2020	IMP	9/2020	$0	Requested obligation deadline extension due to IL-SHPO review delays due to COVID-19; Request approved by staff; Design plans 90% complete; FTA grant approval anticipated 9/2020.	6/30/2020	Fund transfer from FHWA to FTA completed 2/7/2020; FTA grant approval anticipated 5/2020.	3/30/2020
03-09-0073	Irving Park Road at Bartlett Road	Streamwood	$80,000	Local	$20,000	$100,000	80%	$4,887,000	3/31/2021	ENG2	6/2021	$0	Awaiting IDOT approval of agreements. Requested obligation deadline extension due to uncertainty of IDOT agreement approval timeline; Request approved by staff. Note: Current target letting is 3 months beyond the obligation deadline for the project.	6/1/2020	Agreements submitted 2/19/2020	3/24/2020
16-20-0002	**Harlem Station Bus Bridge Reconstruction**	**CTA**	**$901,972**	**Rebuild Illinois bonds**	**$3,428,468**	**$4,330,440**	**80%**	**$36,087,000**	**3/31/2021**	**ENG**	**3/2021**	**$0**	**Reprogrammed from contingency with partial funding on 5/6/20; NEPA process initiated 4/2/20 (FONSI expected). Funds transferred from FHWA to FTA 6/22/20. FTA grant approval anticipated by 3/31/21.**	**6/20/2020**	**NEPA process initiation expected 5/2020.**	**3/20/2020**
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	3/12/2021	CON	1/2021 Auth (11/2020)	$0	Target letting shifted to 1/2021. ROW certification expected 9/2020. Requested obligation deadline extension due to court closures delaying ROW; Request approved by staff.	6/1/2020	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
12-06-0013	143rd Street East Extension-IL Route 59 to IL Route 126	Plainfield	$5,446,400	Local	$1,361,600	$6,808,000	80%	$52,947,438	3/31/2021	ROW	8/2020	$0	Cost increased 8% based on new estimates during ENG2; Requested obligation deadline extension; Request approved by staff; ROW agreement submittal expected 6/2020; approval anticipated 8/2020	6/16/2020	ROW agreement submittal expected 4/2020; approval anticipated 8/2020.	3/30/2020
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$2,512,000	Local	$628,000	$3,140,000	80%	$25,330,000	3/31/2021	ENG	8/2020	$0	Fund transfer from FHWA to FTA completed 3/25/2020; Requested obligation deadline extension for completion of NEPA work and FTA grant approval; Request approved by staff; NEPA initiated 3/26/20; Consultant selection anticipated 9/2020; FTA grant approval anticipated 8/2020.	6/20/2020	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
16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	$3,822,000	Local	$955,500	$4,777,500	80%	$25,330,000	3/12/2021	CON	8/2020	$0	Fund transfer from FHWA to FTA completed 3/25/2020; Requested obligation deadline extension for completion of NEPA work and FTA grant approval; Request approved by staff; NEPA initiated 3/26/20; Consultant selection anticipated 9/2020; FTA grant approval anticipated 8/2020.	6/20/2020	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
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	3/31/2020	ENG2	9/2020	$0	Requested obligation deadline extension due to anticipated review time for agreements; Request approved by staff; Draft agreements submitted 4/27/20.	6/17/2020	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
03-14-0010	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Barrington	$8,480,000	State	$2,120,000	$10,600,000	80%	$73,465,590	3/31/2020	ROW	9/2020	$0	Requested obligation deadline extension due to anticipated review time for agreements; Request approved by staff; ROW to be handled by IDOT with no Village participation, therefore no agreement submittal will occur.	6/17/2020	Draft agreement submittal targeting 3/2020 with approval anticipated by 9/2020	3/23/2020
07-19-0011	Burnham Avenue Grade Separation	Burnham	$3,800,000	TDCH	$760,000	$3,800,000	100%	$83,750,000	3/31/2021	ENG1	3/2021	$0	Requested obligation deadline extension; Request approved by staff; Phase 1 agreements and PPI submittal estimated 7/2020	6/26/2020	Phase 1 agreements and PPI submittal estimated 3/2020	3/5/2020
~~**05-16-0005**~~	~~**IDOT East Avenue Improvements (Joliet Road to 55th Street)**~~	~~**Countryside**~~	~~**$0**~~	~~**Local**~~	~~**$0**~~	~~**$0**~~	~~**75%**~~	~~**$18,681,723**~~	~~**9/30/2020**~~	~~**CON**~~	~~**9/2020 (Auth 8/2020)**~~	~~**$0**~~	**Requested reprogramming as Contingency due to uncertain letting date relative to obligation deadline; Request approved by CMAP; $894,542 removed from program.**	**4/30/2020**	**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**
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	3/31/2021	ENG2	3/2021	$0	Requested obligation deadline extension due to anticipated review time for agreements; Request approved by staff; Consultant approved by Board 5/4/20 and agreements submitted to IDOT 5/8/20.	6/22/2020	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
Programming Mark			$40,000,000													
Total FFY 2020 Program			**$40,000,000**													
Balance FFY 2020			$0													

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

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 6/2020	6/5/2020	Phase 2 in progress, pre-final plans submittal targeting 5/2020	3/11/2020
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	No change to milestones; 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.	6/1/2020	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	Pre-final plans submittal targeting 2/2021	6/22/2020	Phase 2 kick-off held 1/22/2020	3/11/2020
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	ROW initiation expected 7/2021; certification anticipated 11/2021.	6/26/2020	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
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	6/25/2020	Phase 2 and ROW in progress; pre-final plans submittal and ROW certification targeting 5/2021	3/31/2020
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	Bio clearance received 5/19/20; DA anticipated 7/2020; Pre-final submittal anticipated 3/2021.	6/19/2020	DA anticipated 7/2020 (waiting on Bio clearance); Pre-final submittal anticipated 3/2021.	3/27/2020
Programming Mark			$40,000,000													
Total FFY 2021 Program			**$39,648,347**													
Balance FFY 2021			$351,653													

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%	$52,947,438	9/30/2022	CON/CE	11/2021 Auth 9/2021	$0	Pre-final plans anticipated 5/2021; ROW certification anticipated 9/2021	6/16/2020	Pre-final plans anticipated 5/2021; ROW certification anticipated 9/2021	3/30/2020
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	6/20/2020	This stage not started. Grant approval anticipated 11/2021	3/20/2020
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	6/20/2020	This stage not started. Grant approval anticipated 11/2021	3/20/2020
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	Detailed design (ENG2) in progress.	6/1/2020	Phase 2 kick-off held (11/27/18); Pre-finals targeting 8/2021; ROW initiated (8/2015)	3/5/2020
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	6/26/2020	Pre-final plans anticipated 10/2021	3/30/2020
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 agreement submittal expected 8/2020 with approval anticipated 8/2021	6/29/2020	Phase 1 QBS expected to start 5/2020; Agreement submittal expected 8/2020 with approval anticipated 8/2021	3/31/2020
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	6/17/2020	Pre-final plans submittal targeting 5/2022	3/23/2020
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	Phase 1 QBS anticipated 1/2023	6/26/2020	CCDOTH took over technical/financial management of project on 3/18/20; Phase 1 QBS anticipated 1/2023	3/18/2020
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 9/2020	6/26/2020	Phase 2 kick-off planned 5/2020	3/11/2020
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 Contingency Program Status Report: July 2020

PROJECT INFORMATION						REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	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 2 kick-off held 4/13/20; Pre-final plans targeting 3/2021	6/22/2020	Phase 1 DA 9/2016; Phase 2 kick-off targeting March 2020	3/11/2020
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 targeting 8/2020; Phase 2kick-off anticipated 10/2020	6/26/2020	Phase 1 PDR submittal targeting 4/2020; Phase 2 RFP and consultant negotiations complete	3/11/2020
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 targeting 8/2020; Phase 2kick-off anticipated 10/2020	6/26/2020	Phase 1 PDR submittal targeting 4/2020; Phase 2 RFP and consultant negotiations complete	3/11/2020
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; Design completion anticipated 4/2023	6/30/2020	NEPA process underway with completion anticipated 12/2020.	3/30/2020
~~18~~	~~CFP16-19-0030~~		~~Harlem Station Bus Bridge Reconstruction~~	~~CTA~~	~~ENG~~	~~$3,014,189~~					~~$3,014,189~~	~~$26,087,186~~	~~3/2021~~	**Moved to Active Program**	**5/6/2020**	~~NEPA process initiation expected 5/2020~~	~~3/20/2020~~
18	CFP16-19-0030		Harlem Station Bus Bridge Reconstruction	CTA	CON			$23,072,997			$23,072,997	$26,087,186	9/2022	NEPA process initiated 4/2/2020	6/20/2020	NEPA process initiation expected 5/2020	3/20/2020
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; Fed coord meeting held 3/10/20.	6/19/2020	Consultant selection anticipated 6/2020, with 8/2020 kick-off (if locally funded)	3/13/2020
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	6/20/2020	Targeting 9/2024 ROW certification	3/13/2020
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	6/21/2020	Targeting 11/2024 letting	3/13/2020
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	6/22/2020	Targeting 11/2024 letting	3/13/2020
22	CFP09-19-0010		Dauberman Road Extension	Kane Co DOT	CON		$5,350,874				$5,350,874	$5,350,874	11/2021	Pre-final plans anticipated 5/2021; ROW certification anticipated 2/2021	6/16/2020	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
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; Phase 2 QBS anticipated 8/2020; pre-finals are anticipated 10/2023	7/1/2020	Phase 1 DA 3/15/19; No other progress made; pre-finals are anticipated 10/2021	3/9/2020
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 9/2023	7/1/2020	Phase 1 DA 3/15/19; No other progress made; ROW certification is anticipated 1/2022	3/9/2020
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	9/2023	Phase 1 DA 3/15/19; No other progress made; target letting 11/2023	7/1/2020	Phase 1 DA 3/15/19; No other progress made	3/9/2020
26	CFP06-19-0008	06-16-0007	131st Street - Pulaski Road to Kedzie Avenue	Alsip	CE		$852,000				$852,000	$4,809,000	9/2023	Phase 1 DA 3/15/19; No other progress made; target letting 11/2023	7/1/2020	Phase 1 DA 3/15/19; No other progress made	3/9/2020
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	CON			$2,448,913			$2,448,913	$2,620,331	10/2021	DA received 6/12/20; pre-final plans anticipated 2/2021	6/30/2020	DA anticipated 4/2020; pre-final plans anticipated 2/2021	3/31/2020
27	CFP09-19-0011		Wolfs Crossing and Harvey Road Roundabout	Oswego	CE			$171,418			$171,418	$2,620,331	10/2021	DA received 6/12/20; pre-final plans anticipated 2/2021	6/30/2020	DA anticipated 4/2020; pre-final plans anticipated 2/2021	3/31/2020
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	DA anticipated 8/2020; Phase 2 consultant selection anticipated 10/2020	6/23/2020	PDR submitted 11/2019; DA anticipated 5/2020	3/20/2020
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	6/23/2020	Pre-final plans submittal anticipated 10/2021	3/20/2020

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

Chicago Metropolitan Agency for Planning

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

PROJECT INFORMATION						REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	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	6/23/2020	Pre-final plans submittal anticipated 10/2021	3/20/2020
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	ENG2	$400,000					$400,000	$7,124,000	6/2022	DA anticipated 8/2020	6/30/2020	DA anticipated 5/2020; Target authorization delayed to 2022	3/31/2020
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CON		$6,224,000				$6,224,000	$7,124,000	6/2023	Pre-final plans submittal anticipated 12/2022; cost estimate revised 6/2020	6/30/2020	Pre-final plans submittal anticipated 12/2022	3/31/2020
30	CFP04-19-0002		Armitage Avenue Reconstruction	Melrose Park	CE		$500,000				$500,000	$7,124,000	6/2023	Pre-final plans submittal anticipated 12/2022	6/30/2020	Pre-final plans submittal anticipated 12/2021	12/23/2019
31	CFP05-19-0004	05-16-0005	IDOT East Avenue Improvements (Joliet Road to 55th Street)	IDOT D1 Hwys/Central Council	CON	$894,542					$894,542	$18,681,723	3/2021	**Sponsor requested to be reprogrammed from Active to Contingency due to uncertainty of IDOT letting schedule; now targeting 3/19/21 letting**	**6/30/2020**	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
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	6/30/2020	No milestones met	12/31/2019
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 10/2020; ROW certification targeting 6/2023	6/8/2020	DA anticipated 8/2020; ROW certification targeting 6/2023	3/20/2020
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	6/8/2020	Pre-finals anticipated 3/2022	3/20/2020
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	6/8/2020	Pre-finals anticipated 3/2022	3/20/2020
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	6/24/2020	Anticipate NEPA process from 10/2020-10/2021; Final design 8/2023	3/30/2020
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.	6/11/2020	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	3/23/2020
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.	6/11/2020	Phase 2 QBS advertisement anticipated 3/2020; Pre-final plans anticipated 4/2022.	3/23/2020
41	CFP07-19-0021		Robbins Metra Small Area Safety Improvements	Robbins	ENG1	$1,361,000					$1,361,000	$7,989,046	TBD	March 2020 and June 2020 updates not submitted.	None	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 8/2020; Phase 2 kick-off anticipated 10/2020.	6/26/2020	Phase 1 DA anticipated 5/2020; Phase 2 kick-off anticipated 7/2020.	3/31/2020
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 8/2020; Phase 2 kick-off anticipated 10/2020.	6/26/2020	Phase 1 DA anticipated 5/2020; Phase 2 kick-off anticipated 7/2020	3/31/2020
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	Pre-final plans targeting 7/2020; ROW certification targeting 9/2020	6/15/2020	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
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 9/2020	6/20/2020	NEPA process initiation expected 5/2020	3/20/2020
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 9/2020	6/20/2020	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	No June 2020 update received.	None	Phase 2 pre-finals complete, holding finals until funding awarded	3/27/2020
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	No June 2020 update received.	None	If funding is awarded, ready to initiate phase	3/27/2020

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PROJECT INFORMATION						REQUESTED FUNDING							TARGET AUTH	CURRENT STATUS		PRIOR STATUS	
Rank	CFP ID	TIP ID	Project	Sponsor	Phases	2020	2021	2022	2023	2024	5-year Total	Project Total	Date	Status	Status Date	Status	Status Date
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	No June 2020 update received.	None	If funding is awarded, ready to initiate phase	3/27/2020
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 8/2020 and pre-finals 1/2021 for 6/20/21 letting	6/30/2020	Phase 2 agreements submitted 10/2019; Kick-off anticipated 7/2020 and pre-finals 12/2020 for 6/20/21 letting	3/30/2020
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 8/2020 and pre-finals 1/2021 for 6/20/21 letting	6/30/2020	Phase 2 agreements submitted 10/2019; Kick-off anticipated 7/2020 and pre-finals 12/2020 for 6/20/21 letting	3/30/2020
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	6/30/2020	Phase 2 QBS consultant selected, but phase not started	3/31/2020
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%	6/4/2020	Phase 2 at 60%	3/4/2020
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%	6/4/2020	Phase 2 at 60%	3/4/2020
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%	6/4/2020	Phase 2 at 60%	3/4/2020
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	Phase 2 in progress with pre-final plans submittal anticipated 11/2020 and ROW certification anticipated 1/2021	6/17/2020	CON cost estimate increased $1.2M due to progress 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
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	ENG2	$36,628					$36,628	$42,263,974	TBD	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
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	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
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	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CON		$457,850				$457,850	$42,263,974	TBD	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
59	CFP12-19-0018		143rd St from Wolf Road to Southwest Highway	Orland Park	CE		$45,785				$45,785	$42,263,974	TBD	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
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	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
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	No June 2020 update received.	None	DA targeting 9/2020	3/27/2020
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	ENG2	$250,000					$250,000	$7,500,000	Not provided	DA 10/22/19; Not started; No target provided but pre-final plans due 9/2020 to meet CON target	6/1/2020	DA 10/22/19; Not started; No target provided but pre-final plans due 9/2020 to meet CON target	3/4/2020
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	ROW	$160,000					$160,000	$7,500,000	Not provided	DA 10/22/19; Not started; No target provided but pre-final plans due 9/2020 to meet CON target	6/1/2020	DA 10/22/19; Not started; No target provided but pre-final plans due 9/2020 to meet CON target	3/4/2020
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CON		$6,103,000				$6,103,000	$7,500,000	3/2021	Not started; Cost estimate increased due to extension of closed culvert and relocation of multi-use path to address public concern	6/1/2020	Not started	3/4/2020

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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
61	CFP12-19-0011		Will Road Reconstruction Project	Diamond	CE		$987,000				$987,000	$7,500,000	3/2021	Not started; Cost estimate increased due to extension of closed culvert and relocation of multi-use path to address public concern	6/1/2020	Not started	3/4/2020
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	6/15/2020	Target final PS&E 4/2021; Target ROW certification 3/2021	3/24/2020
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	6/15/2020	Target pre-finals 5/2023; ROW certification 9/2022	3/24/2020
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 11/2020	6/22/2020	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 11/2020	6/22/2020	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	6/22/2020	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	6/22/2020	Pre-final plans anticipated 8/2023	12/17/2019
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	6/25/2020	Phase 1 DA received 12/2010	3/27/2020
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	6/25/2020	Phase 1 DA received 12/2010	3/27/2020
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	6/25/2020	Phase 1 DA received 12/2010	3/27/2020
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	6/25/2020	Phase 1 DA received 12/2010	3/27/2020

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