NORTHWEST MUNICIPAL CONFERENCE
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A Regional Association of Illinois Municipalities and Townships Representing a Population of Over One Million

NORTH SHORE COUNCIL OF MAYORS
TECHNICAL COMMITTEE MEETING
Wednesday, September 19, 2018
8:30 a.m.
Skokie Village Hall
5127 Oakton Street, Skokie, IL

AGENDA

I. Call to Order

II. Approval of Meeting Minutes – June 20, 2018 (Attachment A)
Action Requested: *Approval of the Minutes*

III. Agency Reports
- **A. Pace**
- **B. IDOT Highway Report**
- **C. Cook County Department of Transportation and Highway**
- **D. Illinois Tollway**
- **E. IDOT Local Roads**
- **F. Chicago Metropolitan Agency for Planning (CMAP)**

IV. CMAP Surface Transportation Program (STP) Changes (Attachment B)
CMAP staff will present the current proposal for (1) the scoring method for ranking projects and other aspects of project selection within the Shared Fund, and (2) the rules of Active Program Management for all STP-funded projects.
Action requested: *Discussion*

V. North Shore Council of Mayors Surface Transportation Program (STP)

A. North Shore Council STP FFY 2018-2020 (Attachment C)
Staff will provide an overview of the North Shore Council's STP for FFY 2018-2020.
Action Requested: *Discussion*

B. *Program Modification Requests (Attachment D & E)*
The Village of Wilmette has requested an additional $591,599 for construction and construction engineering costs on the Locust Road Reconstruction Project.

The Village of Northfield has requested an additional $437,385 for construction and construction engineering costs on the Northfield Road Reconstruction Project.
Action Requested: *Discussion*

VI. Other Business

VII. Next Meeting
To be determined

VIII. Adjournment

Attachment A

North Shore Council of Mayors Technical Committee
Wednesday, June 20, 2018
8:30 a.m.
Skokie Village Hall

MINUTES

Committee Members Present:
Erik Cook, Chair, Village of Skokie
James Bernahl, Village of Winnetka
Kelly Hamill, Village of Northbrook
Anna Kesler, Village of Glencoe
Andrew Letson, Village of Lincolnwood
Dan Manis, Village of Wilmette
Sat Nagar, City of Evanston
Chris Tomich, Village of Morton Grove
Adriana Webb, Village of Glenview

Others Present:
Steve Andrews, Pace
Alex Beata, Cook County Department of Transportation and Highways
Salvatore DiBernardo, CIORBA Group
Lee Fell, Christopher Burke Engineering
Gerardo Fierro, IDOT BLRS
Jen Maddux, CMAP
John Mick, Baxter & Woodman
Brian Pigeon, NWMC
John Vana, Civiltech
Mike Walczak, NWMC

I. Call to Order
Mr. Cook called the meeting to order at 8:35 a.m.

II. Approval of Minutes
Mr. Cook asked if there were any changes to the March 21, 2018 minutes. On a motion by Mr. Tomich, seconded by Mr. Bernahl the committee approved the minutes as presented.

III. Agency Reports

a. Pace
Mr. Andrews announced that the Pace and CTA North Shore Coordination plan had approved by both agency boards. Mr. Andrews discussed the proposed routing changes recommended in the plan.

b. IDOT Highways Report
No report.

c. Cook County Department of Transportation and Highways
Mr. Beata distributed the Cook County status sheets. He reported that the Cook County Board would review the recommended Invest in Cook projects approve the recommendations in July.

d. Illinois Tollway
No report.

e. Chicago Metropolitan Agency for Planning (CMAP)
Ms. Maddux noted the deadline for CMAQ updates and consideration for the upcoming meetings of the CMAQ Project Selection Committee. She discussed updates to the region's STP and noted that the annual CMAP Municipal Survey was now live. Ms. Maddux noted that the On to 2050 plan was online and open for public comments.

f. IDOT Local Roads
Mr. Fierro distributed the IDOT local roads status sheets.

IV. North Shore Council of Mayors Surface Transportation Program (STP)

A. Surface Transportation Program Project Selection Committee Updates
Mr. Pigeon described March. April and May meetings of the CMAP STP project Selection committee and noted that an in-depth discussion of the proposed policies with CMAP staff and members of the North Shore and Northwest Councils would be scheduled later in the summer.

B. North Shore Council STP (FFY2018-2021)
Mr. Pigeon described the status of the current North Shore STP.

V. Congestion Mitigation and Air Quality Program (CMAQ)
Mr. Pigeon described the current North Shore CMAQ program.

VI. Illinois Transportation Enhancement Program (ITEP) Transportation Alternatives Program (TAP) and Safe Routes to School
Mr. Pigeon provided and update on the North Shore Council ITEP program, TAP program and safe routes to schools program as outlined in the spreadsheet.

VII. Other Business
Mr. Pigeon noted that this meeting would be his final meeting as Planning Liaison and he would be departing NWMC at the end of the month.

VIII. Next Meeting
Mr. Cook noted that the next meeting was scheduled for September 19.

IX. Adjournment
On a motion by Mr. Nagar, seconded by Mr. Tomich the committee unanimously voted to adjourn at 9:15 a.m.

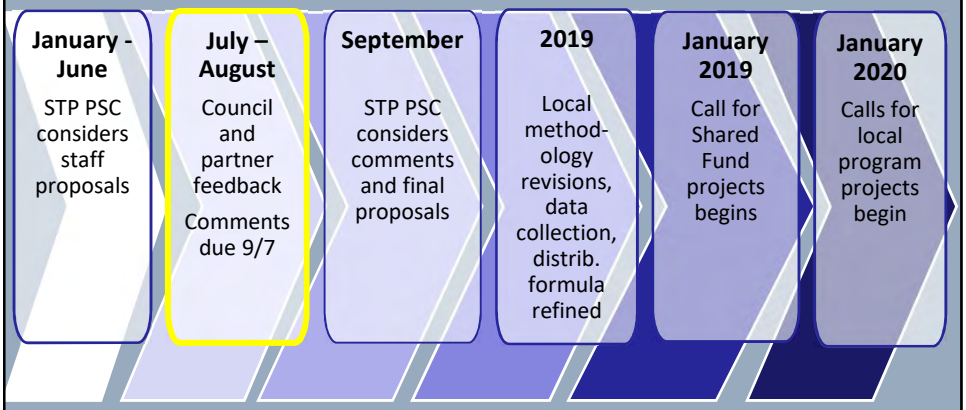
ON TO 2050

STP Shared Local Fund and Active Program Management

Northwest Council
August 16, 2018

CMAP

STP Timeline



CMAP

Shared Fund

- Set-aside of region's allotment + additional funding from IDOT
- Estimated $40M per year
- Meant for larger projects that Council allotments cannot readily fund
- Shared Fund Project Selection Committee oversees program
- CMAP staff proposal
  - Project Types
  - Eligibility
  - Project Evaluation

CMAP

Eligible project types:

- Road reconstructions
- Transit station rehab/reconstructions
- Bridge rehab/reconstructions
- Highway/rail grade crossing improvements
- Road expansions
- Bus speed improvements
- Corridor-level or small area safety improvements
- Truck route improvements

CMAP

Additional eligibility requirements

- **Minimum project cost: $5 million in total project cost**

OR

- **Multijurisdictional: joint application from at least 3 local partners**
  - At least one municipality
  - Other potential partners- Forest Preserve, Pace, IDOT, county, etc.
  - Partners must demonstrate financial or in-kind project involvement (more than just a "letter of support")
- **If selected, project should then have funding to proceed**

CMAP

Engineering eligibility

- **High need communities are eligible for Phase I funding (need defined same as LTA program)**
- **Additional phases may not be programmed until Phase I is complete**
- **Same as CMAQ/TAP programs**

CMAP

Draft rolling focus schedule

	First call (2019)	Second call (2021)	Third call (2023)	Fourth call (2025)
		Draft: update based on outcome of first call for projects		
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Focus areas:	ALL FOCUS AREAS ELIGIBLE	Grade crossing improvements	Road expansion	truck route improvements
		Road reconstruction	Bridge replacement/ reconstruction	Road reconstruction
		Bus speed improvements	Corridor/small area safety improvements	Transit station improvement

CMAP

Project Evaluation

Goals:

- Leverage available data and analysis
- Be transparent and clear
- Tie to federal performance measures
- Incorporate qualitative information (ex: council support, ability to deliver project)
- Have “family resemblance” to CMAQ, TAP, Council methodologies

CMAP

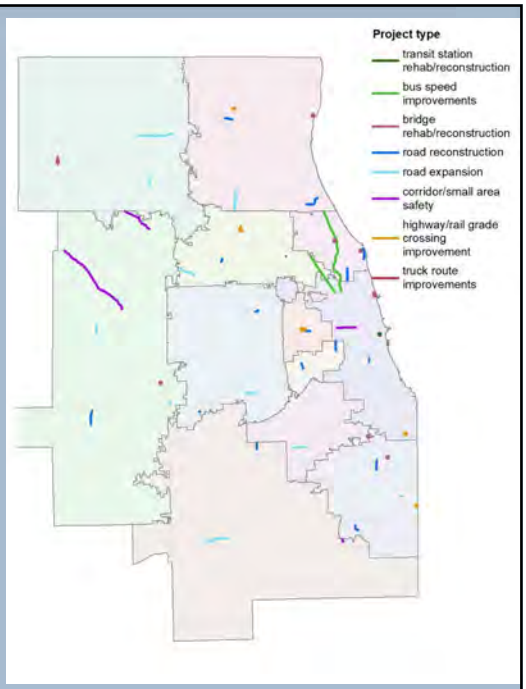
Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	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			Maximum: 50			Maximum: 25				

Total: 100 + Council/CDOT support bonus

CMAP

"Proof of Concept" draft project evaluation

- Working draft- meant for illustrative purposes to work through scoring mechanics
- Completed or fully funded projects used as sample projects
- Wide range of projects from throughout the region
- CMAP staff made best effort to find historical information about projects through TIP and public records
- Evaluation of submitted projects will use info provided in application process



CMAP

Evaluation component: project readiness

25 total points:

- **Engineering completion and ROW acquisition (10 points)**
- **Financial commitments (5 points)**
- **Inclusion in plans (10 points)**

CMAP

Engineering Completion and Right of Way acquisition

Phase 2 substantially complete:	+5 points
ROW complete/not needed:	+5 points
Total	10 points

Information needed from sponsors:

- **Status of engineering and ROW acquisition**

CMAP

Financial commitment

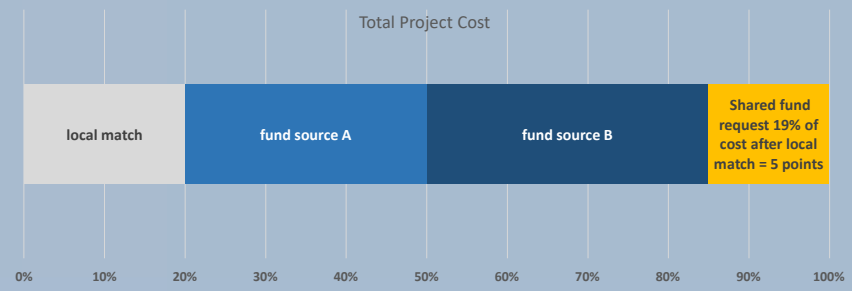
less than 20% of project cost (after match requirement): **5 points**

20%-40%: **4 points**

40%-60%: **3 points**

60%-80%: **2 points**

80%-100%: **1 point**



CMAP

Inclusion in local/agency plans

Plan offers support for project type **3 pts**

Plan identifies specific project: **10 pts**

Information needed from sponsors:

- **link to relevant plan**

CMAP

Examples:

- Waukegan Lakefront Downtown master plan
- Joliet Arsenal Area Long Range Transportation Plan
- CREATE
- Pace Vision 2020
- Chicago Central Area Plan
- DuPage County Transportation Coordination Initiative
- O'Hare Subregion Truck Route Plan

CMAP

	Project readiness			Transportation impact			Planning factors				
Project types	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
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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			Maximum: 50			Maximum: 25				

Total: 100 + Council/CDOT support bonus

CMAP

Evaluation component: transportation impact

50 total points:

- **Existing condition/need (20 points)**
  - Varies by project type
  - Scaled
- **Improvement (20 points)**
  - Varies by project type
  - Cost effectiveness of improvement compared to other applications
- **Jobs/household impact (10 points)**
  - All project types

CMAP

Transportation impact: Transit stations

- **Existing condition/need (20 points)**
  - **Average Transit Economic Requirements Model (TERM) condition score of major station components**
  - **Capacity limitations**
- **Improvement (20 points)**
  - **Cost effectiveness of condition and capacity improvements**

Information needed from sponsors:

- **TERM score for major station assets before and after project**
- **Passenger area (square feet) before and after project**

CMAP

Transportation impact: Bus speed improvements

- Existing condition/need (20 points)
  - On-time performance of routes
  - Bus travel time vs auto
- Improvement (20 points)
  - Cost effectiveness of on-time performance and time savings

Information needed from sponsors:

- On-time performance before and after project
- Bus travel time before and after project

CMAP

Transportation impact: bridge reconstruction

- Existing condition/need (20 points)
  - Sufficiency rating from National Bridge Inventory
- Improvement (20 points)
  - Cost effectiveness of condition improvement
  - Amount of improvement adjusted based on type of work (deck replacement, substructure replacement, full reconstruction, etc.) based on factors from IDOT major bridge program

Information needed from sponsors:

- Type of condition improvement

CMAP

Transportation impact: rail-highway grade crossing

- Existing condition/need (20 points)
  - Grade Crossing Screening level 2 rating
  - Score includes motorist delay, safety, truck volume, and bus ridership
- Improvement (20 points)
  - Cost effectiveness of delay and safety improvements

Information needed from sponsors:

- Projected reduction in delay as a result of project

CMAP

Transportation impact: Corridor/small area safety

- Existing condition/need (20 points)
  - IDOT safety road index, which compares number of crashes to the number expected for that type of road
- Improvement (20 points)
  - Cost effectiveness of design improvements that reduce major sources of crashes

Information needed from sponsors:

- Design improvements in project

CMAP

Transportation impact: Truck route improvements

- Existing condition/need (20 points)
  - Roadway need score and truck ADT
- Improvement (20 points)
  - Cost effectiveness of improvements

CMAP

Transportation impact: road reconstructions

- Existing condition/need
  - Combination of condition, mobility, reliability, and safety
  - Condition weighted highest
- Improvement (20 points)
  - 10 points: cost effectiveness of *condition* improvements
  - Up to 10 points: incorporation of operations technology/strategies (like CMAQ)

CMAP

Transportation impact: road expansions

- **Existing condition/need**
  - **Combination of condition, mobility, reliability, and safety**
  - **Mobility and reliability weighted highest**
- **Improvement (20 points)**
  - **10 points: cost effectiveness of *mobility* improvements**
  - **Up to 10 points: incorporation of operations technology/strategies (like CMAQ)**

CMAP

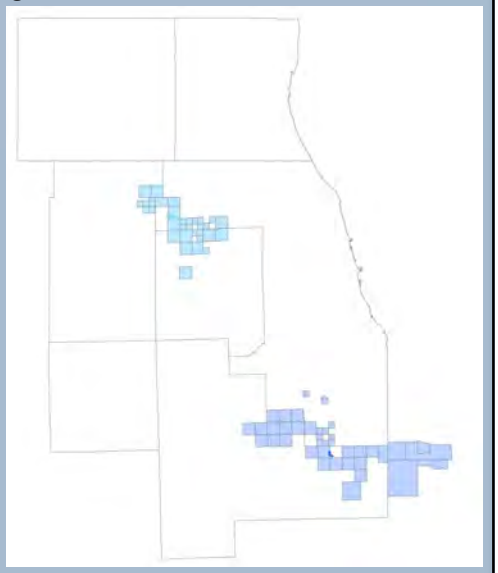
Population/Job Benefit

Total points: 10

Proposal: calculate households and jobs in project's "travel shed"- where people live and work who use the facility

Similar to RSP evaluation of arterials

Examples of travel sheds:



CMAP

Project types	Project readiness			Transportation impact			Planning factors				
	Engineering /ROW completion	inclusion in plans	financial commitments	current condition/ need	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	10	10	5	20	10	20	5	-	10	10	-
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Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				

Total: 100 + Council/CDOT support bonus

CMAP

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				

CMAP

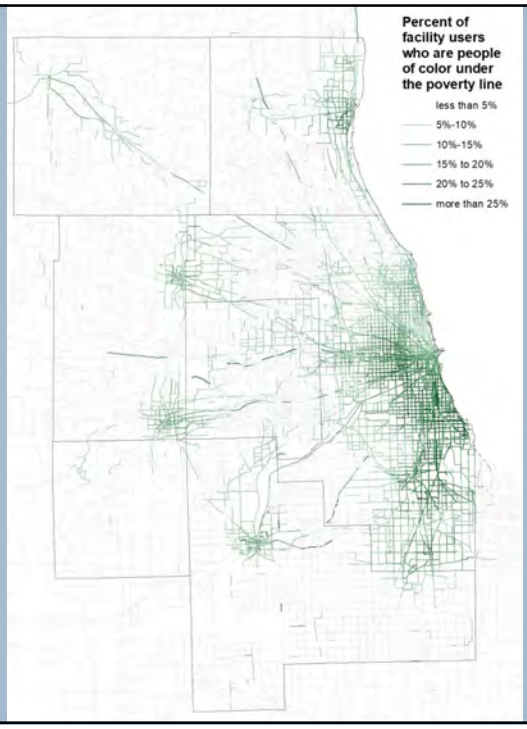
Inclusive growth evaluation

(all project types)

Percent of facility users who are nonwhite and under poverty line

0%-5%	**0 points**
5%-10%:	**2 points**
10%-15%:	**4 points**
15%-20%:	**6 points**
20%-25%:	**8 points**
25% or more:	**10 points**

CMAP



CMAP

Complete Streets: *(all project types)*

Municipality has policies supporting complete streets: **+5 points,**

(**2.5** for road expansions, reconstructions, and transit projects)

Project has complete streets components: **+5 points**

(**2.5** for road expansions, reconstructions, and transit projects)

maximum 10 points

(**maximum 5 for** road expansions, reconstructions, and transit projects)

Information needed from sponsors:

- **link to policy or ordinance and Information about complete streets components**

CMAP

Multimodal freight movement

(road expansions and reconstructions, bridge rehab/reconstructions, safety projects)

Percent heavy duty vehicles:

0%-2%	**0 points**
2%-4%:	**1 points**
4%-6%:	**2 points**
6%-8%:	**3 points**
8%-10%:	**4 points**
10% or more:	**5 points**

CMAP

Green Infrastructure:

(grade crossings, truck routes, road expansions and reconstructions)

Municipality has policies supporting green infrastructure:	**+2 points**
Project has green infrastructure components:	**+3 points**
Total	**5 points**

Information needed from sponsors:

- **link to policy or ordinance**
- **Information about green infrastructure components of project**

CMAP

Transit Supportive Land Use:

(transit stations, bus speed improvements)

Permitted density and parking requirements	**+7 points**
Mixed use zoning:	**+3 points**
Total	**10 points**

same as CMAQ evaluation

CMAP

Project types	Project readiness			Transportation impact			Planning factors				
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Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				

Total: 100 + Council/CDOT support bonus

CMAP

Bonus: Council/CDOT support

- **Each council and CDOT gets 25 points to allocate to projects**
  - **No project may receive more than 15 of any individual council/CDOT's points**
  - **Coordination between councils is encouraged**
  - **No project may receive more than 25 points total**

CMAP

Shared Fund: Questions

?

CMAP

Active Program Management Overview

- **Applies to Local Programs (Councils and CDOT) and the Shared Fund**
- **Four components:**
  - Program Development: Uniform calls to develop Active and Contingency programs
  - Project Management: Training, designated managers, and quarterly status updates
  - Program Management: Obligation deadlines, reprograming, and redistribution of funds
  - Additional Provisions: GATA, QBS, assistance for disadvantaged, etc.

CMAP

APM Proposal: Program Management

- **Obligation Deadlines**
  - Current year phases only
  - Options to extend if delayed
- **Active Reprogramming**
  - Used to meet 100% obligation goal
  - Adjust programs according to status
  - Accommodate cost and schedule changes
- **Carryover Limitations and Redistribution of Unobligated Funding**
  - Unobligated funds are not available indefinitely
  - Redistributed for use by any council, CDOT, or Shared Fund

CMAP

APM Proposal: Obligation Deadlines

- **Project phases in the current FFY must obligate funds (start the phase) by 9/30**
- **Use status updates to identify delay risk in early spring**
- **Sponsor chooses a course of action, based on risk**
  - Request a one-time 6 month extension of deadline (any phase)
  - Move from active program to contingency program (removes deadline)
  - Proceed at own risk
- **Missed deadline = project to contingency program and funds transferred from council to shared fund**

CMAP

APM Proposal: Active Reprogramming

- **Cost changes for obligated/programmed phases**
- **Accelerating phases programmed in out years of the active program that are ready to obligate**
- **Accelerating phases included in the contingency program that are ready to obligate**
- **Reprogramming delayed phases in later years**
- **Subject to maintaining fiscal constraint in each FFY**

CMAP

APM Proposal: Carryover Limitations and Redistribution of Unobligated Funding

- **Within each council, CDOT, or Shared Fund program, no more than the annual allotment can be carried over at the end of each FFY from:**
  - Obligation Remainders
  - Funds programmed for a project phase(s) granted an extension
  - Unprogrammed funds, under certain circumstances
- **Carryover will only be available for 6 months**
- **Unobligated funds from projects that proceeded at their own risk cannot be carried over**
- **Funds not carried over will be redistributed to the Shared Fund and made available to all councils, CDOT, and Shared Fund projects**

CMAP

APM Proposal: Accessing Redistributed Funds

- **For cost increases**
  - Local council/CDOT current year unprogrammed balance must be used first
  - At time of obligation
  - After obligation (high bid, change order, engineering supplement)
  - Lesser of: 20% of programmed STP or Local Program increase limits
  - STP-eligible costs only
- **Advancing "ready" out year or contingency projects**
  - Must obligate all local council/CDOT program funds before accessing the shared fund to advance projects
  - Extended phases that missed the extended deadline are never eligible to utilize shared funds
- **Same guidelines for Shared Fund projects to access redistributed funds**

CMAP

Active Program Management: Questions

?

CMAP

Next Steps

- **July – August: CMAP staff and planning liaisons discuss details with councils and other stakeholders**
  - Draft Policy Documents – Distributed through planning liaisons
  - Comments to CMAP by September 7th
- **September: STP PSC finalizes proposal based on summer feedback**
- **Programming cycle begins with call for shared fund projects in January 2019 and local program projects in January 2020**

- **Council methodology updates to include Active Program Management and Regional Planning Factors to be completed by September 2019**
- **2019: Data collection, allotments, and methodology for recalibrating distribution to account for improved performance**

CMAP

Thank you

CMAP Staff Contacts:

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Active Program Management

Elizabeth Irvin
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Shared Fund Methodology

CMAP

STP (FFY2020-2024) Program Application Booklet

Draft for Discussion 8/8/2018

Contents

Introduction

The Chicago Metropolitan Agency for Planning (CMAP), the metropolitan planning organization for the seven counties of northeastern Illinois, announces the availability of funding for transportation projects through the STP Shared Fund. This program is funded through the Federal Highway Administration (FHWA). The STP Shared Fund is designed to fund important regional projects that address regional performance measures and the goals of ON TO 2050.

Eligible Applicants and Projects

Projects eligible for the STP Shared Fund make large and lasting contributions to regional transportation priorities. The intention of the fund is also to encourage collaboration between municipalities and advance projects that local councils cannot readily fund on their own. Given these goals, projects must meet one of two eligibility requirements:

- Joint application from at least 3 local partners, including at least one municipality

OR

- Total project cost of $5 million or more

For the STP Shared Fund, eligible sponsors or partners include any state agency or unit of government having the authority to levy taxes. Sponsors include but are not limited to municipalities, counties, townships, park districts, forest preserve districts, and transit agencies. Partners must demonstrate financial or in-kind project involvement. Private for-profit and non-profit organizations may partner with a public sponsor that meets the previously stated conditions, but may not submit applications or act as the lead agency for project implementation.

Eligible project types

While STP has very broad eligibility in comparison to other funding sources (CMAQ, TAP, HSIP), the STP shared fund is targeted toward the following priority project types:

- **Road reconstructions**
  Projects that address condition deficiencies on the road network and do not add roadway capacity
- **Transit station rehabilitation/reconstructions**
  Projects that enhance the existing transit system by improving or reconstructing transit stations
- **Bridge rehabilitation/reconstructions**
  Projects that address condition deficiencies on the region's bridges
- **Highway/rail grade crossing improvements**
  Projects that reduce delay at highway/rail crossings, through grade separation or other improvements
- **Road expansions**
  Projects that add capacity to an existing road or involve construction of a new road

- **Bus speed improvements**
  Projects that improve the speed and reliability of bus travel in the region
- **Corridor-level or small area safety improvements**
  Projects that address safety issues
- **Truck route improvements**
  Projects that improve truck movement through a corridor or area

These project types were chosen because of demonstrated demand in the form of unfunded or partially funded local projects, stakeholder input, ON TO 2050 implementation priorities, and an assessment of opportunities to leverage or fill gaps between other available fund sources.

Rolling focus for STP funding

The 2019 call for projects for the shared fund will be used to build a full five-year program (FFY 2020-2024), and projects in all priority project types are encouraged to apply. Subsequent semiannual calls will be to fill the out years of the program. Given the limited funding available in future calls and wide range of eligible project types, future calls will focus on a subset of project types (see the table below).

	First call (2019)	**Second call (2021)**	**Third call (2023)**	**Fourth call (2025)**
		Draft: update based on outcome of first call for projects		
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Focus areas:	ALL FOCUS AREAS ELIGIBLE	Grade crossing improvements	Road expansion	truck route improvements
		Road reconstruction	Bridge replacement/ reconstruction	Road reconstruction
		Bus speed improvements	Corridor/small area safety improvements	Transit station improvement

Eligible Project Phases and Required Match

Phase I Engineering

Phase I engineering will be the responsibility of the project sponsor to complete without funding from the STP Shared Fund. With limited exceptions, all other phases -- including phase II engineering, right-of-way acquisition, and construction (including construction engineering) -- are eligible for STP Shared Fund funding. Sponsors may request STP Shared Fund funding for phase I engineering based on a hardship. If phase I engineering funding is sought, funding for the later phases of the project cannot be requested until the next call for projects, and such funding is not guaranteed. Sponsors seeking funding for phase I engineering should contact CMAP staff before doing so. Hardship is determined from an evaluation of municipal median income, tax base per capita, total tax base, and population. A list of municipalities meeting the phase I engineering hardship exemption is available at <link to be added>**.**

Remaining Phases

All eligible phases will be programmed at a maximum level of 80 percent federal funding for STP Shared Fund funding.

For projects requiring phase I engineering, one of the following must occur by **June 1, 2019**:

a. Design approval has been received.

b. IDOT has certified that a final Project Development Report has been submitted for signatures.

c. IDOT has certified that a preliminary Project Development Report has been received with an accurate cost and clear scope established.

For transit station improvement projects, the sponsor must demonstrate that sufficient engineering and/or architectural work has been completed to establish accurate costs and a clear scope.

Local Match

The sponsor must have already committed matching funds when the project is submitted. Proposals which indicate that the sponsor will pay more than the minimum local match will receive points as part of the project readiness portion of the scoring process (see below). Local match is a minimum of 20 percent of the total funds being requested. The local match does not necessarily have to be provided directly by the sponsor but it must be a non-federal source to qualify as match.

Project Selection Process

The program of projects selected by the STP Project Selection Committee will consider the results of the project evaluation in three categories: project readiness, transportation impact, and planning factors (see table below). Programmed projects will be subject to Active Program Management procedures (detailed separately)

	Project readiness			Transportation impact			Planning factors				
Project types	Engineering/ROW completion	inclusion in plans	financial commitments	current condition/need	improvement	Jobs/housing benefit	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	**10**	**10**	**5**	**20**	**20**	**10**	**-**	**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			**Maximum: 50**			**Maximum: 25**				
	Total: 100 + Council/CDOT support bonus										

Project Readiness

CMAP and partners are committed to timely obligation and completion of projects to protect the region's funding from lapse and rescission, and deliver on the significant transportation benefits of selected projects. The Active Program Management policies provide a framework for strong project and program management of selected projects, and the evaluation process for Shared Fund projects complements these policies by awarding points to projects that demonstrate financial commitment, local planning, and engineering work.

Engineering and Right of Way Acquisition

Projects can receive up to 10 points, 5 if they demonstrate substantial completion of phase II engineering and 5 for the completion or lack of need for right of way acquisition. Sponsors need not have submitted pre-final plans to IDOT, but should be able to demonstrate that engineering is 85%-90% complete.

Inclusion in Local/Agency Plans

Projects can receive up to 10 points if they are included in local or agency plans. Acceptable plans include long range transportation plans, ITS plans, transit agency long range plans, capital improvement plans, and other local planning efforts, including those completed with CMAP LTA assistance. Projects receive 7 points if they are specifically named in the plan, and 3 points if the plan offers more general support for the project type.

Financial Commitment

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 federally-eligible share of the total project cost:

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

Transportation Impact

A project's transportation impact score is worth 50% of the total project score, and measures the existing condition of the transportation asset or need for the project, the cost effectiveness of the improvement that would be made by the project, and the number of households and jobs that could benefit from the project's completion.

Existing Condition/Need

Each project will receive an existing condition/need score on a scale of 0 to 20. Each project type will have a different measure of project need, but all will be converted to a 20 point scale for the purposes of analysis. Scores will be calculated as follows:

Transit station reconstructions/rehabs

The existing condition score will be the cost-weighted average Transit Economic Requirements Model (TERM) condition score of station components, converted to a 20 point scale. For station reconstructions that increase passenger area, 25% of this score will be based on the extent of the existing capacity constraint.

Bus speed improvements

The existing condition score will measure the current on-time performance of bus routes being improved as well as the difference between bus travel time and auto travel time on the road(s) being improved. Both factors are worth 50% of the score.

Bridge reconstruction

The existing condition score will be the sufficiency rating calculated by the National Bridge Inventory, converted to a 20 point scale.

Rail-Highway grade crossing

The existing condition score will be the project's score from the total points from the Grade Crossing Screening Level 2 evaluation (currently being finalized, see current data here), converted to a 20 point scale.

Corridor/Small Area Safety

The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the location's Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations.

Road reconstructions, expansions and truck routes

The road reconstructions and expansions need score will be calculated in a similar method to the highway needs score for regionally significant projects in ON TO 2050. This score incorporates information about pavement condition, safety, reliability, and mobility. Pavement condition is the length weighted average of either the road's Condition Rating Score (CRS) or international roughness index (IRI), depending on data availability. Mobility is the length weighted average of the travel time index (the ratio of peak period travel time to free flow travel time) and the number of at least lightly congested hours of traffic per weekday. Reliability is measured by the length-weighted average of the planning time index (95th percentile travel time divided by free flow

travel time). The safety score will be calculated using IDOT's safety road index (SRI). Weights for these factors will be as follows:

	road reconstruction	road expansion
condition	50%	15%
mobility	10%	30%
reliability	20%	30%
safety	20%	25%

The truck routes need score will be calculated in a similar method to the road reconstruction and expansion score, with the addition of a length weighted average of truck volumes. All factors are weighted equally.

Improvement

Improvement will be calculated as the cost effectiveness of the proposed improvements involved in the project. Improvements will be indexed on a scale of 0-20 within project type. Total project cost will be used to evaluate cost effectiveness. The improvements for each project type will be calculated as described below:

Transit station reconstructions/rehabs

The difference in cost-weighted average Transit Economic Requirements Model (TERM) condition score of station components before and after the project. For station reconstructions that increase passenger area, 25% of this score will be based on the extent that the project addresses an existing capacity constraint.

Bus speed improvements

The improvement to on-time performance of bus routes being improved as well as the change in the bus-auto travel time differential. Both factors are worth 50% of the score.

Bridge reconstruction

The bridge sufficiency rating, adjusted based on the type of work being done and the functional class of the road. Adjustment factors based on IDOT's major bridge program.

Rail-Highway grade crossing

The improvement to delay and safety as a result of the project.

Corridor/Small Area Safety

This score is based on the improvement of the project and the planning level expected safety benefit (reduction of crashes) after implementing the improvement. The planning level safety improvement score is modeled after the SMART SCALE Safety Factor Evaluation method developed by the Virginia Department of Transportation (VDOT). Similar to VDOT's method, CMAP staff will develop a list of common improvement types (countermeasures) and the accompanying planning level CRFs. The planning level CRFs will be developed using information from IDOT, Crash Modification Clearinghouse, and Highway Safety Manual. CMAP staff will review project details to determine the relevant countermeasure and the

assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, CMAP staff will take the maximum planning level CRF for the project.

Road reconstructions, expansions, and truck routes

Ten of the improvement points for road reconstructions and enhancements will come from improvements to the condition in the case of road reconstructions and mobility in the case of expansions. Projects can also receive a maximum of ten points if the project has any of the following characteristics or helps implement any of the following as part of a larger program:

Systematic Improvements	**Score**
Integrated Corridor Management	5
Work zone management (traveler information improvements)	5
Truck travel information systems	4
Strategies to improve transit on-time performance	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
Incident Detection:	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
Incident Response:	
Expansion of response operations capabilities (e.g., minutemen)	5
Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
Incident Recovery:	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed Management Systems	2
On-scene communication, coordination, and cooperation	2
Development and improvement of highway closure detour routes	2

Household/Job Impact

The benefits of a transportation project often cross municipal and county borders, and can provide significant improvements to people who are not located in the project's immediate vicinity. For each project, CMAP uses the travel model to generate a travel shed of the places people come from and go to using the facility. The score in this category is calculated by adding up the total number of jobs and households in each project's travel shed and converting the total to a score out of 10, indexed to the other submitted projects

Planning Factors

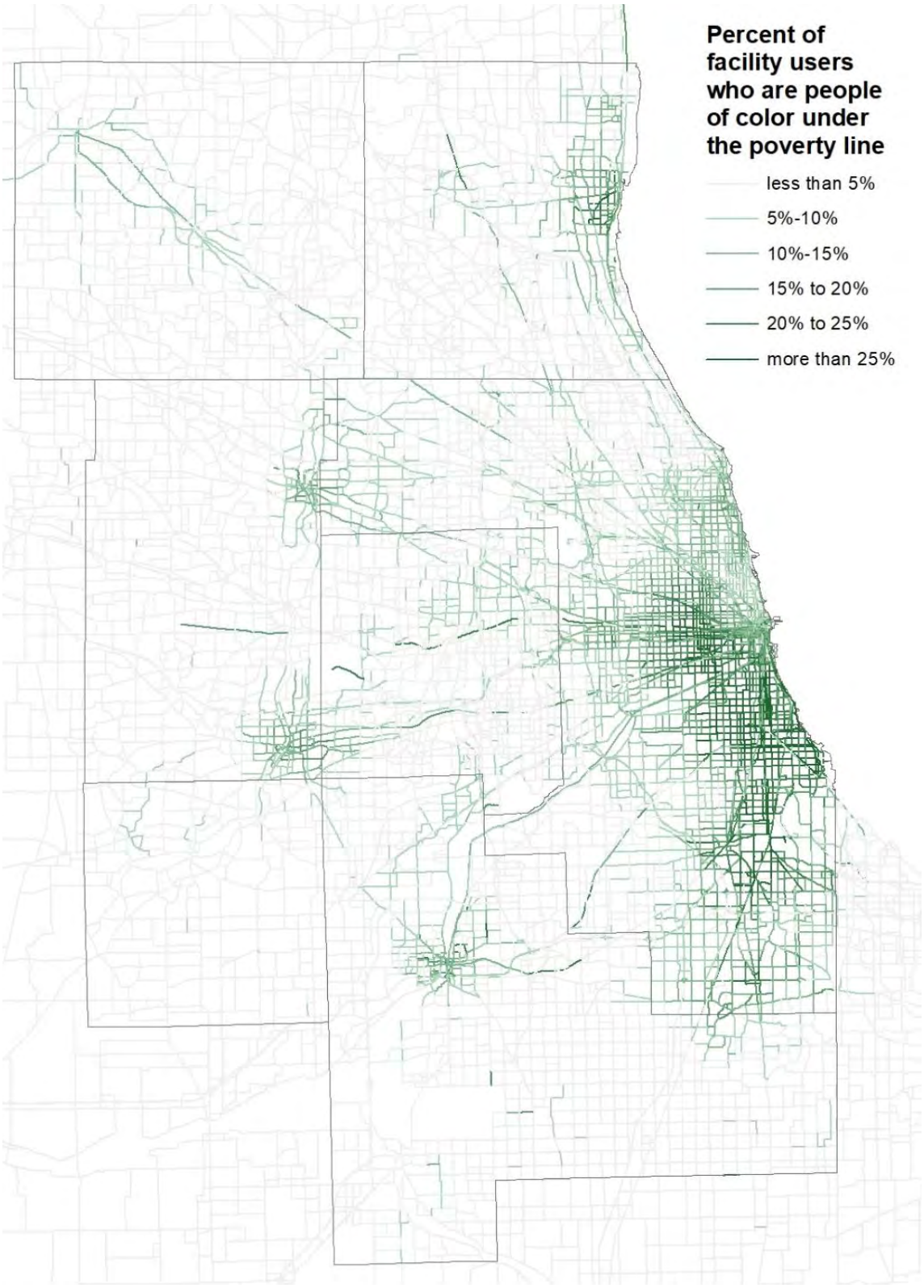
In addition to the transportation benefits and readiness scores explained above, all projects are evaluated on their support for regional priorities, identified as part of ON TO 2050, the region's long range comprehensive plan.

Inclusive growth (all project types)

Long-term regional prosperity requires economic opportunity for all residents and communities. Inclusive growth, one of the ON TO 2050 plan principles, focuses on strategies, including transportation investments, that can increase access to opportunity for low income residents and people of color, and help the region to be stronger and more successful economically.

All projects are evaluated based on the percent of travelers using a facility that are people of color below the poverty line, as modeled by the CMAP travel demand model. Projects can receive a maximum of 10 points, which are awarded as follows (also see draft map below, which shows both roads and facilities):

Percent of facility users who are nonwhite and under poverty line	
0%-5%	0 points
5%-10%:	2 points
10%-15%:	4 points
15%-20%:	6 points
20%-25%:	8 points
25% or more:	10 points



Complete streets (all project types)

One of ON TO 2050's recommendations is to support development of compact, walkable communities. Complete streets policies require streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for all anticipated

roadway users, regardless of their age, abilities, or mode of travel. The adoption of complete streets policies and incorporation of complete streets design elements into all projects is encouraged. 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. For more information about complete streets policies and project design, see the CMAP complete streets toolkit. 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), while grade crossings, bridge reconstructions, safety projects, and truck routes can receive a maximum of 10 points (5 from policies, 5 from project elements)

Green infrastructure (grade crossings, truck route improvements, road reconstructions and road expansions)

Implementing green infrastructure as part of transportation investments can help achieve a number of regional priorities, including reducing flooding, improving water quality, and mitigating the urban heat island effect. The maximum score in this category is 5 points, 2.5 if sponsors have implemented policies that support green infrastructure, 2.5 if the project has green infrastructure components.

Freight movement (road expansions, road reconstructions, bridge rehab/reconstructions, and safety projects)

Maintaining the region's status as North America's Freight hub is one of the recommendations of ON TO 2050. While some of the shared fund priority project types are specifically aimed at improving freight movement in the region (rail-highway grade crossings, and truck route improvements), other project types can also have substantial freight benefits. Projects receive points in this category as follows based on the truck volume on the road segment:

Percent heavy duty vehicles:	
0%-2%	0 points
2%-4%:	1 points
4%-6%:	2 points
6%-8%:	3 points
8%-10%:	4 points
10% or more:	5 points

Transit-supportive land use (transit stations and bus route improvements)

ON TO 2050 includes the recommendation to make transit more competitive. Transit agencies cannot sustain fast, frequent, reliable service without accompanying supportive land use changes. Transit investments receive points if they are located in areas where zoning and urban design requirements are transit-supportive. This will be scored as follows:

Max Score	Criteria
7	Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned

<table>
<tr><th>Max Score</th><th>Criteria</th></tr>
<tr><td></td><td>within the station area, points will be assigned to the classification with the highest permitted density.

Points will be assessed based on both residential and non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.
Permitted Densities:
<table>
<tr><td>Residential (DU/buildable acre)</td><td>Non-Residential (Building Height*)</td><td>Points</td></tr>
<tr><td>< 6</td><td>1 story (12 ft.)</td><td>0</td></tr>
<tr><td>> 6 and ≤ 10</td><td>2 story (24 ft.)</td><td>1.0</td></tr>
<tr><td>> 10 and ≤ 16</td><td>3 story (36 ft.)</td><td>2.0</td></tr>
<tr><td>> 16 and ≤ 24</td><td>4 story (48 ft.)</td><td>3.0</td></tr>
<tr><td>> 24</td><td>> 4 story (> 48 ft.)</td><td>4.5</td></tr>
</table>
*Building height given in feet based on 12 feet per story.
AND
Up to 2.5 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):

• Reduced minimum parking requirements
• Enacted maximum parking requirements
• Shared parking permitted
• In-lieu parking fees permitted
• Enacted bicycle parking requirements
• Off-street parking is required behind or underneath buildings
• Off-street parking is permitted off-site</td></tr>
<tr><td>3.0</td><td>Up to 3 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (1 point for each strategy implemented):

• Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office).
• Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.).
• Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.).

Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</td></tr>
</table>

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Bonus

Each council and CDOT will have 25 points to allocate amongst the submitted projects to indicate local support and priorities. No project may receive more than 15 of any one council or CDOT's points, but collaboration amongst councils is encouraged. Councils may give bonus points to projects outside their jurisdiction up to a maximum of 25 total bonus points for any one project. Councils and CDOT must submit allocations of bonus points to CMAP by a deadline yet to be determined, but in advance of the release of initial evaluation results.

Draft proof of concept evaluation for STP Shared fund, projects ranked by total score within project types.

Sample projects used in evaluation are complete or fully programmed. Evaluation measures are estimates based on available historical data and may be revised

						project readiness				regional transportation impact				Planning factors						Bonus	
TIP ID	Project	Municipality	type	total cost	amount requested	Engineering/ ROW completion	inclusion in plans	financial commitments	READINESS SCORE	existing condition/ need	jobs+hh	improvement	IMPACT SCORE	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive land use	TOTAL PLANNING FACTOR SCORE	Council support	TOTAL
07-11-0044	Oak Forest Metra Station at 159th Street & Cicero (Metra 4673 Oak Forest Station, RID Quincy	Oak Forest, Chicago	transit station	$ 5,784,000.00	$ 1,000,000.00	5	10	4	19	8.3	2.5	20	30.8	N/A	N/A	0	2.5	3	6		55
			transit station	$ 18,200,000.00	$ 1,820,000.00	0	3	5	8	12	7.5	10	29.5	N/A	N/A	0	2.5	10	13		50
08-18-0005	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements	Elmhurst	transit station	$ 17,883,696.00	$ 2,400,000.00	0	3	5	8	3.3	5	0	8.3	N/A	N/A	0	2.5	9.5	12		28
01-10-0038	Central Area from Washington Avenue to south of Union Station (East-West Corridor BRT)	Chicago	bus speed improvement	$ 30,815,000.00	$ 24,652,000.00	0	10	1	11	12.1	7.5	5	24.6	N/A	N/A	4	5	10	19		55
17-14-0003	Pulse Milwaukee	Chicago, Niles	bus speed improvement	$ 12,643,000.00	$ 2,705,000.00	0	10	4	14	4.8	5	10	19.8	N/A	N/A	2	5	8.5	16		49
15-16-0004	I-94 Bus on shoulder improvements	Skokie, Morton Grove, Lincolnwood, Wilmette, Northfield, Northbrook	bus speed improvement	$ 9,874,000.00	$ 7,899,000.00	0	10	1	11	7.2	2.5	15	24.7	N/A	N/A	2	2.5	1	6		41
01-03-0012	Lake Shore Dr from Lawrence Ave to Wilson Ave	Chicago	bridge rehab or reconstruction	$ 9,900,000.00	$ 3,600,000.00	0	10	3	13	12.3	9	11.4	32.7	0	N/A	4	10	N/A	14		60
06-02-0006	Division St over Cal Sag Channel	Blue Island	bridge rehab or reconstruction	$ 7,029,437.00	$ 5,623,549.00	0	10	1	11	13.4	8.3	0	21.7	0	N/A	8	10	N/A	18		51
02-16-0016	Central Street Bridge	Evanston	bridge rehab or reconstruction	$ 7,892,963.00	$ 4,960,000.00	0	0	2	2	6.1	4.3	17.1	27.5	0	N/A	2	10	N/A	12		42
09-14-0021	Farnsworth Ave from Sheffer Rd to Mt. St	Aurora	bridge rehab or reconstruction	$ 4,707,091.00	$ 3,333,273.00	0	0	1	1	9.6	5.5	20	35.1	0	N/A	4	0	N/A	4		40
10-12-0006	Mathon Drive at UPRR and Pershing Rd from Mathon Dr to Clayton St. - Completed	Waukegan	bridge rehab or reconstruction	$ 7,838,000.00	$ 6,168,600.00	0	10	1	11	11.1	3.3	2.8	17.2	0	N/A	2	10	N/A	12		40
02-12-0007	Happ Rd at Skokie River	Wilmette	bridge rehab or reconstruction	$ 3,900,000.00	$ 3,120,000.00	0	0	1	1	12.3	0.5	14.3	27.1	0	N/A	0	5	N/A	5		33
07-12-0010	Woodlawn Ave West over Little Calumet River	South Holland	bridge rehab or reconstruction	$ 4,558,050.00	$ 3,685,000.00	0	0	1	1	14.6	0.4	5.7	20.7	0	N/A	6	5	N/A	11		33
11-10-0003	DeerPass Rd Bridge over Kishwaukee River	Marengo	bridge rehab or reconstruction	$ 7,135,080.00	$ 5,054,543.00	0	0	1	1	13.1	5	8.6	26.7	0	N/A	0	0	N/A	0		28
04-99-0003	25th Ave from US 20 Lake St to St. Charles Rd (GS-06)	Bellwood, Melrose Park	highway rail grade crossing	$ 36,327,830.00	$ 865,000.00	0	10	5	15	13.2	8.8	16.7	38.7	0	N/A	4	0	N/A	4		58
01-00-0030	130th St from Torrence to Brainard (CREATE GS-15A)	Chicago	highway rail grade crossing	$ 144,273,189.00	$ 80,177,189.00	0	10	2	12	13.3	9.3	6.7	29.3	0	N/A	4	5	N/A	9		50
10-08-0027	CH A20 Rollins Road from CH V60 Hainesville Road to IL 83 IL 83	Round Lake Beach	highway rail grade crossing	$ 42,500,000.00	$ 4,250,000.00	0	10	5	15	9.5	3.1	13.3	25.9	0	N/A	0	5	N/A	5		46
07-11-0004	US 30 Lincoln Hwy at Canadian National RR	Lynwood	highway rail grade crossing	$ 24,020,000.00	$ 2,402,000.00	5	0	5	10	4.8	8.1	10	22.9	0	N/A	0	5	N/A	5		38
03-03-0103	Palatine Rd at Plum Grove Rd	Palatine	highway rail grade crossing	$ 9,956,000.00	$ 2,805,000.00	0	0	4	4	10.3	2.9	3.3	16.5	0	N/A	0	10	N/A	10		31
01-17-0003	Chicago Avenue from Latrobe Avenue to Kedzie Avenue	Chicago	corridor or small area safety	$ 3,276,000.00	$ 2,316,600.00	0	0	1	1	10.8	8.6	10.0	29.4	N/A	0	8		N/A	8		38
09-11-0038	CH 30 Huntley Rd from FAU 2259 Kreutzer Rd to FAU 2509 Sleepy Hollow Rd	Gilberts, West Dundee	corridor or small area safety	$ 1,140,000.00	$ 1,026,000.00	0	0	1	1	3.7	6	15.0	24.7	N/A	0	0	0	N/A	0		26
12-11-0047	Egyptian Trail from Monee-Manhattan Rd to Court Street	Monee	corridor or small area safety	$ 3,900,000.00	$ 3,124,000.00	0	0	1	1	0.0	6.7	5.0	11.7	N/A	0	0	5	N/A	5		18
03-14-0004	Cumberland Circle at IL 58 Golf Rd, Wolf Rd, State St and Broadway St	Des Plaines	truck route improvement	$ 6,721,000.00	$ 3,902,000.00	5	10	2	17	5	6.4	5	16.4	0	N/A	0	5	N/A	5		38

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						project readiness				regional transportation impact				Planning factors						Bonus	
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08-00-0077	CH 33 75th St from I-355 to Lyman Ave	Woodridge	road expansion	$ 13,508,000.00	$ 2,500,000.00	0	10	4	14	16.4	6.2	17.5	40.1	0	N/A	0	2.5	N/A	3		57
12-06-0004	CH 17 Arsenal-Manhattan Rd from Baseline Rd to IL 53	Elwood	road expansion	$ 10,200,000.00	$ 1,410,000.00	0	10	5	15	12.7	0.7	18.1	31.5	0	0	0	0	N/A	0		47
11-07-0009	Main St from US 14 to Rakow Rd	Crystal Lake	road expansion	$ 7,248,000.00	$ 1,500,000.00	0	0	4	4	14.5	4.8	18.4	37.7	0	0	0	2.5	N/A	3		44
10-96-0005	Quentin Rd from IL 22 to Lake Cook Rd	Kildeer, Lake Zurich	road expansion	$ 44,471,674.00	$ 34,654,793.00	0	0	1	1	18.2	7.4	7	32.6	0	0	0	5	N/A	5		39
03-09-0073	IL 19 Irving Park Road from Schaumburg Road to Bartlett Road	Streamwood	road expansion	$ 10,221,709.00	$ 4,320,340.00	0	0	3	3	7.3	1.4	13.7	22.4	0	3	2	5	N/A	10		35
08-00-0020	Eola Rd from Montgomery Rd to 87th St	Aurora	road expansion	$ 13,970,000.00	$ 8,180,000.00	0	0	2	2	9.1	2.6	12.7	24.4	0	0	0	2.5	N/A	3		29
07-94-0027	FAU 1631 Joe Orr Road Realignment/Extension from Stony	Ford Heights, Lynwood	road expansion	$ 30,404,000.00	$ 4,199,800.00	0	10	5	15	5.4	1.2	3.2	9.8	0	0	4	0	N/A	4		29
11-06-0032	Miller Rd/Bull Valley Rd from Ridge Rd to River Rd	McHenry	road expansion	$ 56,217,000.00	$ 10,326,000.00	0	0	4	4	10.9	5.7	2.4	19	0	0	0	2.5	N/A	3		26
06-00-0042	143rd Street from Wolf Road to US 45 LaGrange Rd	Orland Park	road expansion	$ 14,228,464.00	$ 3,167,919.00	0	3	4	7	3.6	4	8.6	16.2	0	2	0	0	N/A	2		25
09-00-0035	FAU 2330 Anderson Rd from IL 38 to FAU 1395 Keslinger Road	Elburn	road expansion	$ 33,031,000.00	$ 10,665,000.00	0	0	3	3	1.8	3.8	3.1	8.7	0	5	0	2.5	N/A	8		19
05-03-0006	Central Ave from Roosvelt Rd to 26th St	Cicero	road reconstruction	$ 3,664,000.00	$ 2,748,000.00	0	0	1	1	15	9.8	18.7	43.5	0	0	6	0	N/A	6		51
03-09-0074	Salem Rd from Bode Rd to IL 58 (Golf Rd)	Hoffman Estates, Schaumberg	road reconstruction	$ 6,054,171.00	$ 4,676,619.00	0	0	1	1	17.5	1.9	15	34.4	0	0	2	2.5	N/A	5		40
02-15-0004	Sheridan Rd from Ridge Ave to Chicago Ave	Evanston	road reconstruction	$ 13,236,188.00	$ 1,842,674.00	0	0	5	5	12.5	7.9	6.2	26.6	0	0	2	5	N/A	7		39
01-03-0014	FAU 2853 Ashland Avenue from 41st to 37th (Ashland over	Chicago	road reconstruction	$ 16,190,000.00	$ 13,090,600.00	0	0	1	1	13.7	9.5	3.7	26.9	0	0	8	2.5	N/A	11		38
09-08-0007 and 09-16-0014	CH 7 Eldamain Rd from CH 9 Galena to Menards (2,640' S. of Cornelius Rd)	Plano, unincorporated Kendall	road reconstruction	$ 16,238,549.00	$ 8,000,000.00	0	0	2	2	18.7	3.6	12.5	34.8	0	0	0	0	N/A	0		37
04-08-0029	St. Charles Road from 21st Ave to 5th Avenue	Maywood	road reconstruction	$ 6,227,000.00	$ 4,982,000.00	0	3	1	4	5	6.9	13.7	25.6	0	0	6	0	N/A	6		36
05-00-0103	Bluff Ave from Burlington Ave to 47th St	Lagrange	road reconstruction	$ 8,303,919.00	$ 5,993,715.00	0	0	1	1	10	7.1	11.2	28.3	0	0	2	2.5	N/A	5		34
12-04-0007	Lemont Road at 143rd Street	Homer Glen	road reconstruction	$ 4,817,808.00	$ 2,000,000.00	0	0	3	3	11.2	0.2	16.2	27.6	0	0	0	0	N/A	0		31
07-96-0003	University Pkwy from Crawford St to Central Ave	University Park	road reconstruction	$ 9,718,000.00	$ 7,757,000.00	0	0	1	1	16.2	1.7	8.7	26.6	0	0	2	0	N/A	2		30
07-00-0036	Center St from US 6/159th St to 171st St	Harvey	road reconstruction	$ 11,024,000.00	$ 650,000.00	0	0	5	5	6.2	2.4	5	13.6	0	0	10	2.5	N/A	13		31
08-06-0009	Army Trail Road from Mill Road to US 20 Lake St	Addison	road reconstruction	$ 4,015,000.00	$ 1,854,000.00	0	0	3	3	3.7	2.1	17.5	23.3	0	0	2	0	N/A	2		28
02-09-0005	Crawford Avenue from Oakton Avenue to Devon Avenue	Chicago, Lincolnwood, Skokie	road reconstruction	$ 21,300,000.00	$ 2,130,000.00	0	0	5	5	8.7	7.6	2.5	18.8	0	0	2	2.5	N/A	5		28
12-12-0036	95th St at Plainfield Rd	Naperville	road reconstruction	$ 9,350,000.00	$ 3,754,000.00	0	0	3	3	7.5	4.5	10	22	0	0	0	0	N/A	0		25
10-03-0013	Washington St from Cedar Lake Rd to Hainesville Rd	Hainesville, Round Lake	road reconstruction	$ 9,038,721.00	$ 6,551,577.00	0	0	1	1	2.5	1	7.5	11	0	0	2	2.5	N/A	5		17
10-11-0040	Deerfield Rd from Metra MDN to Skokie River	Deerfield	road reconstruction	$ 22,711,860.00	$ 11,070,193.00	0	3	2	5	1.2	5.2	1.2	7.6	0	0	0	2.5	N/A	3		15
	Possible points					10	10	5	25	20	10	20	50	5	5	10	*	10	25		100

STP PROGRAM BY TIP AND COMMUNITY ESTIMATE

2018								
TIP ID	**Municipality**	**TITLE**	**AC**	**Phase**	**Letting**	**STP (TIP)**	**STP (EST.)**	**Increase**
02-06-0021	Wilmette	Willow Rd		ENG II	19	$393,927		
02-06-0035	Skokie	Gross Point Rd		ROW	June 17	$105,000		
02-07-0013	Wilmette	Skokie Boulevard	AC	ENG II	April 17	$63,888		
02-13-0003	Wilmette	Locust Rd	AC	ENG II	18	$138,499		
02-16-0002	Evanston	Howard Street		ENG II	Q2 18	$162,637		
02-16-0002	Evanston	Howard Street		ENG II	Q2 18	$300,000		
02-16-0003	Kenilworth	Kenilworth Ave		ENG II	18	$36,050		
02-16-0004	Lincolnwood	Devon Ave		ENG II	18	$106,383		
02-16-0014	Northfield	Northfield Road	AC	ENG II	Nov 18	$103,172		
TOTAL						$1,409,556		

FY 18 Begnning Balance	
Estimated FFY 18 allotment	$ 3,968,555
Total FFY 18 Program (TIP)	
Total FFY 18 Program (Est.)	
FFY 18 Different (TIP)	
FFY 18 Different (Est.)	

2019								
TIP ID	**Municipality**	**TITLE**	**AC**		**Letting**	**STP (TIP)**	**STP (EST.)**	**Increase**
02-06-0035	Skokie	Gross Point Rd		CON/CE	April 19	$2,852,000	$ 2,852,000	
02-13-0002	Morton Grove	Austin Ave		CON/CE	Jan 19	$2,314,282	$ 2,316,282	
02-13-0003	Wilmette	Locust Road		CON/CE	Nov 18	$1,615,330	$ 2,256,389	$ 641,059
02-13-0004	Wilmette	Central Avenue		ENG II	2019	$362,414	$ 426,812	
02-16-0005	Wilmette	US 41 Skokie Blvd		ENG II	2019	$53,048	$ 54,640	
02-16-0014	Northfield	Northfield		CON/CE	March 19	$785,515	$ 1,222,900	$ 437,385
02-16-0002	Evanston	Howard Street		ENG II	?	$462,637	$ 462,637	
02-13-0002	Morton Grove	Austin Avenue		ENG II	Jan 19	$0	$ 13,589	$ 13,589
TOTAL						$ 8,445,226	$9,605,249	

FY 19 Begnning Balance	$ (1,103,997)
Annual STP allocation	$ 3,968,555
Total FFY 19 Program (TIP)	$ 8,445,226
Total FFY 19 Program (Est.)	$ 9,605,249
FFY 19 Difference (TIP)	$ (5,580,668)
FFY 19 Difference (Est.)	$ (6,740,691)

2020								
TIP ID	**Municipality**	**TITLE**	**AC**		**Letting**	**STP (TIP)**	**STP (EST.)**	**Increase**
02-13-0004	Wilmette	Central Avenue		CON/CE	2020	$3,951,099	$ 4,016,109	
TOTAL						$3,951,099	$ 4,016,109	

FY 2020 Begnning Balance	$ (5,580,668)
Annual STP allocation	$ 4,365,411
Total FFY 20 Program (TIP)	$ 3,951,099
Total FFY 20 Program (Est.)	$ 4,016,109
FFY 20 Difference (TIP)	$ (752,620)
FFY 20 Difference (Est.)	$ (5,231,366)

FY MYB								
TIP ID	**Municipality**	**TITLE**	**AC**		**Letting**	**STP (TIP)**	**STP (EST.)**	**Notes**
02-06-0021	Winnetka	Willow Rd		CON/CE	?	$2,469,214		
02-16-0002	Evanston	Howard Street		CON/CE	Jan 20	$2,256,874		
02-16-0002	Evanston	Howard Street		CON/CE	Jan 20	$3,434,034		
02-16-0003	Kenilworth	Kenilworth Ave		CON/CE	2020	$516,308		
02-16-0004	Lincolnwood	Devon Ave		CON/CE	2020	$2,931,586		
TOTAL						$11,608,016		

1200 Wilmette Avenue
Wilmette, Illinois 60091-0040

Engineering and Public Works Department
(847) 853-7660
Fax (847) 853-7701

June 19, 2018

North Shore Council of Mayors/Northwest Municipal Conference
1600 East Golf Road
Suite 1700
Des Plaines, IL 60016

Attention: Brian Pigeon

Subject: Locust Road Reconstruction Project
Village of Wilmette
TIP Number 02-13-0003
(CBBEL Project No: 170224)

Dear Mr. Pigeon:

The Village of Wilmette (Village) formally requests additional funding for the proposed improvements on Locust Road included in the Surface Transportation Program FFY2018. The requested amount of additional funding is $592,599 for construction and construction engineering costs. The justification for additional funding is as follows:

- Additional Binder Course, Earth Excavation and Undercutting required due to poor soils. This also includes Removal and Disposal of Unsuitable Material, Aggregate Subgrade Improvement, and Geotechnical Fabric for Ground Stabilization.
- Additional Manhole Replacement and storm sewer point repairs found to be substandard during the field reconnaissance.

This project was originally programmed on June 29, 2015. Design engineering commenced this spring and the project is scheduled for a November 9, 2018 letting date. The pre-final estimate of construction cost for eligible items completed in June 2018 is $2,051,263.

The following table shows the current Federal funding as it appears in the Surface Transportation Program FFY 2018-2021.

	Total Cost	Federal Share (STP)	Local
Design	$ 213,847	$ 149,693	$ 64,154
Construction & Construction Engineering	$ 2,376,844	$ 1,663,790	$ 713,054
Total	$ 2,590,691	$ 1,813,483	$ 777,208

We request additional funding shown in the table below:

	Total Cost	Federal Share (STP)	Local Share	Cost Increase (STP)
Design	$ 213,847	$ 149,693	$ 64,154	$ 0
Construction & Construction Engineering	$ 4,202,468	$ 2,256,389	$ 1,946,079	$ 592,599
Total	$ 4,416,315	$ 2,406,082	$ 2,010,233	$ 592,599

The additional funding would apply to construction and construction engineering costs for STP eligible items.

It should be noted the Village added water main replacement and lighting maintenance upgrades to the project. These items are 100% locally funded.

The issue of soils is becoming a significant cost that is getting more expensive and more difficult to forecast for any project. We hope the Council of Mayors will recognize this difficulty and give favorable consideration to our request. The Village is committed to funding the local share of this project as outlined in the table above to complete this project on schedule.

Please do not hesitate to contact me with any comments, questions, or concerns. Thank you for your consideration in this matter.

Sincerely,

Daniel Manis, P.E.
Village Engineer

The Village of Northfield

September 14, 2018

Mr. Larry Bury
Deputy Director
Northwest Municipal Conference
1600 East Golf Road, Suite 700
Des Plaines, IL 60016

Reference: Request for STP Increase
Northfield Road Reconstruction
Winnetka Road to Willow Road
CMAP TIP No. 02-16-0014
Section No. 16-00053-00-RS

Dear Mr. Bury:

We are working with our design consultant, TranSystems, on the Northfield Road reconstruction project between Winnetka Road and Willow Road. An STP funding application for this project was made back in 2012, and the project received funding approval and was brought into the NSCM STP program in late 2012. We are targeting a March 8, 2019 letting through IDOT's Bureau of Local Roads. We require no right-of-way for this project, increasing the certainty of project readiness for construction next year. Our current assessment of project costs is higher than what is currently programmed, and we are requesting additional STP funding.

We prepared tables (enclosed) showing current STP funding and adjustments with the proposed STP increases. Construction is currently covered by STP at less than 70% and the request for increase would fully fund the current construction cost estimate. Construction engineering was not previously in the program but is also a cost that needs STP support. Construction and construction engineering combined, we are requesting an additional $437,385 in STP funding to fully fund this project.

The project scope and limits have remained unchanged since the initial application, and it remains a reconstruction project between Winnetka Road and Willow Road. Project costs, in our opinion, have increased over the last seven years as would be expected in consideration of inflation. The Village has been budgeting for the 30% match for all phases, and without an STP increase, the cost will be too large for us to bear.

We understand the North Shore Council will be reviewing project costs soon, and we hope this request provides you sufficient information to make a decision.

If you have any questions or need any additional information, please contact me at ssigman@northfieldil.org or (847) 784-3510.

Sincerely,

Stacy Sigman
Village Manager

Enclosure
cc: John Fortmann – TranSystems

Northfield Road Reconstruction
Winnetka Road to Willow Road
CMAP TIP No. 02-16-0014
Section No. 16-00053-00-RS

Current STP Funding in TIP

Phase	Total	STP	%	Local	%
Design	$147,388	$103,172	70%	$44,216	30%
Construction	$1,273,000	$785,515	62%	$487,485	38%
Construction Engineering	$0	$0	0%	$0	0%
Total	**$1,420,388**	**$888,687**	**63%**	**$531,701**	**37%**

Adjusted Costs with STP Increase

Phase	Total	STP	%	Local	%
Design	$167,000	$103,172	62%	$63,828	38%
Construction	$1,560,000	$1,092,000	70%	$468,000	30%
Construction Engineering	$187,000	$130,900	70%	$56,100	30%
Total	**$1,914,000**	**$1,326,072**	**69%**	**$587,928**	**31%**
Project Increase	***$493,612***	***$437,385***		***$56,227***	