

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

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Barrington
Bartlett
Buffalo Grove
Carpentersville
Crystal Lake
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
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**Northwest Municipal Conference
Transportation Committee
Agenda
Thursday, January 17, 2019
8:30 a.m.
NWMC Offices
1600 East Golf Road, Suite 0700
Des Plaines, IL
(map/parking permit attached)**

- I. Call to Order/Introductions**
- II. Approval of November 29, 2018 Meeting Minutes (Attachment A)**
- III. NWMC Multimodal Plan Update**
At its meeting on January 9, the CMAP Board approved a contract with Sam Schwartz Engineering for the NWMC Multimodal Transportation Plan. Staff will discuss the selection process and review next steps.
Action Requested: *Discussion*
- IV. Incorporating Green Infrastructure and Stormwater Management in Transportation Projects**
Kate Evasic, Senior Planner at the Chicago Metropolitan Agency for Planning (CMAP), will discuss efforts by CMAP to identify areas that are susceptible to flooding and how communities can integrate stormwater management into transportation planning to coordinate investments and leverage limited resources to address flooding and improve water quality while achieving other community goals.
Action Requested: *Informational*
- V. CMAQ, TAP, and STP Regional Shared Fund Call for Projects (Attachments B and C)**
Staff will discuss the upcoming calls for projects for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Transportation Alternatives Program (TAP), and the Surface Transportation Program (STP) Regional Shared Fund, scheduled to open on January 15, 2019.
Action Requested: *Discussion*
- VI. CMAP Update**
An update on relevant activities from CMAP's committees will be provided.
Action requested: *Informational*
- VII. Agency Reports**
- VIII. Other Business**
- IX. Adjourn**

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Attachment A

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MINUTES

NWMC TRANSPORTATION COMMITTEE

Thursday, November 29, 2018

NWMC Offices

Members Present

Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair
Rod Craig, Mayor, Village of Hanover Park, Co-Chair
Tim Frenzer, Village Manager, Village of Wilmette
Greg Summers, Director of Development Services, Village of Barrington
Jeff Berman, Trustee, Village of Buffalo Grove
Bob Benton, Trustee, Village of Deerfield
Phil Kiraly, Village Manager, Village of Glencoe
Sean Dorsey, Public Works Director, Village of Mount Prospect
Dan Randolph, Civil Engineering, Village of Niles
Joan Frazier, President, Village of Northfield
Al Larson, President, Village of Schaumburg
Karyn Robles, Director of Transportation, Village of Schaumburg
Tim Frenzer, Village Manager, Village of Wilmette
Matt Farmer, Village Engineer, Village of Northbrook
Joe Gallo, 4th Ward Alderman, City of Rolling Meadows

Others Present

Dan Jedrzejak, Consultant, Chastain and Associates
Jane Grover, Outreach Principal, CMAP
Katie Renteria, Legislative Affairs Liaison, Metra
Rick Mack, Metra
Mark Fowler, Executive Director, NWMC
Larry Bury, Deputy Director, NWMC
Steve Andrews, Pace
Andy Plummer, Consultant, RTA
Josh Klingenstein, Program Associate for Transportation, NWMC
Cole Jackson, Program Associate for Transportation, NWMC

I. Call to Order

Co-Chair Craig called the meeting to order at 8:30 a.m. and those present gave introductions. The committee agreed to discuss the following items prior to the presentation on autonomous and connected vehicles: STP Funding Update and State Infrastructure Bill Update.

II. Approval of October 25, 2018 Meeting Minutes

Mr. Plummer requested that it be noted in the meeting minutes that he stressed the need for dedicated and sustained transportation funding during a discussion of a potential statewide capital bill. Mr. Klingenstein said that he would add that point to the minutes. The updated minutes were approved on a motion by Mayor Larson, seconded by President Frazier.

III. NWMC Multimodal Plan Update

Mr. Jackson stated that NWMC had received three consultant applications for its Multimodal Plan update, which is being funded through CMAP's Local Technical Assistance (LTA) program. Mr. Jackson reviewed the components of the plan, including an update of priority bicycle corridors, an evaluation of sidewalk gaps, and a survey of barriers to transit in the region. Mr. Jackson said that interviews with the finalist firms would take place next week, with a firm being chosen soon thereafter. Mr. Craig said that he looked forward to receiving future updates on the plan.

IV. Autonomous and Connected Vehicles

Mr. Quandt of the Illinois Autonomous Vehicle Association gave a presentation about autonomous and connected vehicle technology and what municipalities can do to prepare. Mr. Quandt stressed that, while self-driving vehicles are an important outcome of these technological advancements, there are many other benefits of autonomous and connected mobility. He also said that ILAVA is focused on transforming mobility through the use of data.

Mr. Quandt noted that his organization was partnering with transit agencies, municipalities, and planning organizations. He then gave an overview of the state of autonomous and connected vehicle technology. Mr. Quandt also said that greater efficiencies would begin to emerge across all types of mobility, including in the areas of fuel costs and equity. He also described how autonomous and connected mobility will help create a system of systems that will connect different industries and modes of transportation.

Mr. Quandt concluded by providing an overview of what municipalities can do to prepare for autonomous and connected mobility technology. He said that municipalities should identify data being generated, identify business opportunities, invest in data analytics, and analyze procurement policies.

President Frazier asked if ILAVA had concerns about privacy as autonomous and connected vehicles begin to proliferate. Mr. Quandt said that his organization is concerned about privacy, and that as this technology spreads the potential exists for greater conversations about data ownership. Ms. Frazier also asked about how autonomous vehicles might affect parking. Mr. Quandt said that he expected large reductions in both curbside parking and garage parking. Mr. Craig asked if other infrastructure would be affected, especially in emergency situations. Mr. Quandt said the need to maintain certain infrastructure would remain, but that autonomous and connected vehicles and associated technological improvements could also reduce the need for certain infrastructure repairs in the future. Mr. Craig also asked if bandwidth would be affected. Mr. Quandt said bandwidth generally would be very good, especially as 5G technology becomes more widespread. Larry asked if 5G is necessary to get these systems to work. Mr. Quandt said that most of the technology could be handled by DSRC.

V. STP Funding Update

Mr. Klingenstein reported that FY 2018 was a record year for regional STP obligations. He said that \$171 million was obligated region-wide, with \$114 million obligated in the suburbs. He also noted that this was a reversal of course for the

suburbs, which had traditionally obligated far less each year. Mr. Klingenstein then reported that 2019 was set to be another record year for STP obligations, with \$75.6 million in suburban projects on the January letting and \$31 million on the March letting, in addition to \$95.7 million in programmed City of Chicago projects. He said that some projects will slip back, but assuming even modest project delivery, the region would see another very significant year for STP obligations.

Mr. Klingenstein also reported that the CMAP STP Project Selection Committee had approved a proposal for the use of transportation development credits (TDCs) for STP-funded projects. He said that states accrue these credits when capital investments are made on federally approved toll facilities, and that they can be applied toward the local match share of highway projects. Mr. Klingenstein also informed the committee that IDOT had approved a policy for using toll credits for highway projects, when previously they had only been used for transit projects. He then said that high need communities, as determined by CMAP's LTA program community need measures, are eligible to use TDCHs. Finally, Mr. Klingenstein stated that he would send out a link to both the CMAP and IDOT policies on TDCHs.

VI. State Infrastructure Bill Update

Mr. Bury reported that a capital bill was not passed during the Illinois Senate's veto session. He said that, while there was talk about a capital bill being brought up in lame duck session, the most likely scenario was for the capital bill to be discussed by the new General Assembly.

Mr. Bury then discussed the capital needs survey that was distributed to Mayors and Managers. He said that the survey covered transportation, water and sewer infrastructure, fleet management, buildings, and pension obligations. He also stated that the deadline for responses was December 14th.

Mr. Craig asked if NWMC had defined the revenue side of a capital bill. Mr. Bury responded that the Legislative Committee would continue to discuss the matter, but that NWMC had not yet taken a position. Mr. Craig also stated that NWMC should drill down and look at duplicative services at the state level. Mr. Plummer stated that if a bill was passed that offered transit agencies sustained and dedicated capital funding, the transit agencies in the region would again be able to borrow funds as necessary. Mr. Plummer also said that the RTA finance committee was streamed live and that he would see if the video was available online for committee members to view.

VII. CMAP Update

Ms. Grover reported that the CMAQ and STP Shared Fund call for projects would open on January 15th and run through March. Mr. Klingenstein said he and Mr. Jackson would distribute additional information to the committee. Ms. Grover also mentioned that the CMAP My Daily Travel Survey was still open, and that school districts were eligible to receive \$10 for every survey that was completed within a district.

VIII. Agency Reports **a. Metra**

Ms. Renteria said that six newly purchased locomotives had been delivered to Metra, with three expected to be in service by the end of the year. She also reported that the Metra Board had passed the FY 2019 budget. Ms. Renteria also said that Metra was working on a resolution that it would ask the NWMC to support, and she mentioned that there was a meeting between Metra staff and Municipal officials being held at Oakton Community College on December 5th.

b. RTA

Mr. Plummer reported that the RTA would continue looking for help from the NWMC to support a capital bill. He also noted that the agency would be seeking funding for its “Access to Transit” program. Mr. Craig noted that many communities had significant investments in transit oriented developments, and that NWMC needed to be supportive of Metra and the other transit agencies in the region.

c. Pace

Mr. Randolph asked about the status of the Milwaukee Pace Pulse line. Mr. Andrews responded that the line should be open in the summer, with station platforms and shelters being completed over the winter.

IX. Other Business

Mr. Klingenstein reported that, due to conflicts with CMAP STP Project Selection Committee meetings, staff proposed that the Transportation Committee’s next three meetings take place on January 17, February 21, and March 21.

X. Adjourn

The meeting was adjourned on a motion by President Larson, seconded by Mayor McLeod. The meeting adjourned at 9:40 a.m.

CMAQ/TAP/STP Regional Shared Fund Call for Projects

CMAQ/TAP Eligibility and Scoring

CMAQ and TAP-L Programs

3

CMAQ

Congestion Mitigation and Air Quality

Administered by CMAP

Eligible sponsors: counties, municipalities, townships, park districts, forest preserve districts, and transit agencies.

Eligible project types: transit improvement, traffic flow improvement, bicycle facility, direct emissions reduction, demonstration projects, and others

TAP-L

Transportation Alternatives Program

Administered by CMAP

Eligible sponsors: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts

Eligible project types: bicycle facility projects

CMAQ/TAP-L Eligibility Requirements

4

- » Phase I engineering complete
- » Sponsor must have committed matching funds – generally 20 percent
- » Bike facility projects must be feature in at least one adopted bike plan, comprehensive plan, or other plan

Example Projects

5

- » Skokie Valley Trail Extension (TAP-L)
- » Roselle Rd/Euclid Av Multi-Use Path in Palatine (CMAQ)
- » Howard St. Bicycle Path in Niles (TAP-L)
- » Metra Bike Parking Extension (CMAQ)
- » US 20 Pedestrian Access to Metra Station in Hanover Park – CMAQ
- » Higgins Rd Bike Path in Schaumburg (TAP-L)

CMAQ Scoring Overview

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- » Scoring differs by project type for CMAQ
- » Primary consideration for all CMAQ projects is cost-effectiveness of air emissions reductions
 - » Measured by cost per kilogram reduction in Volatile Organic Compounds (VOC) or Nitrogen Oxide (NOx) and fine particulate matter (PM_{2.5})

CMAQ Scoring Overview

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- » Secondary considerations: Transportation Impact Criteria (30 points) and meeting Regional Priorities (10 points)
- » TIC differ by project type – highway, transit, bicycle, and direct emissions reduction
- » Regional priorities include being part of a regionally significant project, supporting inclusive growth, and having transit-supportive zoning/design requirements (transit only)

- » Other factors include input from modal focus groups, geographic balance, project readiness, sponsor capacity, and project mix

- » 5 Factors
 - » Project contributes to completion of Regional Greenways and Trails Plan
 - » Population and Employment Density
 - » Safety and Attractiveness
 - » Benefits to Economically Disconnected Areas
 - » Project Readiness – ROW and Phase II engineering

STP Regional Shared Fund – Eligibility and Scoring

STP Regional Shared Fund

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- » New for 2019 – Surface Transportation Program funds reserved for projects which “will make large and lasting contributions to regional transportation priorities”
- » Eligible sponsors: municipalities, counties, townships, park districts, forest preserve districts, transit agencies, and others
- » Eligible Project Types: road reconstructions, transit station rehabilitations and reconstructions, bridge rehabilitations and reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor-level of small-area safety improvements, and truck route improvement

- » To be eligible for funding, projects MUST either:
 - » Have a total project cost of \$5 million or more
 - OR
 - » Have at least 3 local partners, including at least one municipality

» Projects scored based on three broad factors:

1. Project Readiness
2. Transportation Impact
3. Planning Factors

STP Regional Shared Fund Scoring – Project Readiness

14

- » Engineering and Right of Way Acquisition -- 5 points for substantial completion of ENG II and 5 points for a lack of ROW acquisition
- » Inclusion in Local/Agency Plans –10 points are available for projects if they are included in local or agency plans
- » Financial Commitment – 5 points available for coming to the table with other funding sources

STP Regional Shared Fund Scoring – Transportation Impact

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- » Existing Condition/Need – scored on a scale of 0 to 20; scoring methodology varies by project type
- » Improvement – measures cost effectiveness of proposed improvements involved in the project on a scale of 0 to 20; methodology also varies by project type
- » Household/Job Impact – the total number of jobs and households in each project's travel shed (as determined by CMAP travel model), indexed to a score out of 10

STP Regional Shared Fund Scoring – Planning Factors

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- » Inclusive growth and complete streets apply to all project types; the other factors only apply to certain project types.
- » Inclusive Growth – up to 10 points, measured by % of facility users who are nonwhite and under the poverty line, as modeled by CMAP's travel demand model
- » Complete Streets – 5 points for having adopted complete streets policies, 5 points for project having complete streets elements (see the [CMAP complete streets toolkit](#) for more details)

STP Regional Shared Fund Scoring – Planning Factors

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- » Green infrastructure – 2.5 points for having implemented policies that support green infrastructure, 2.5 if project has green infrastructure components (bioswales, infiltration trenchers, permeable pavers, etc.)
- » Freight movement – 5 points max, based on percent of heavy duty vehicles on a road segment
- » Transit-Supportive Land Use – Up to 10 points based on density requirements, innovative parking requirements, and presence of mixed-use zoning.

STP Regional Shared Fund Scoring – Bonus Points

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- » Each council gets 25 points to allocate amongst submitted projects to indicate local support
- » Cannot give any project more than 15 bonus points
- » Can give points to projects outside of the council as long as the project does not receive over 25 total bonus points

2019 Call For Projects

Timeline

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- » January 15 – Call for Projects Released and webinar on funding process
- » January 17 – Webinar on CFP submittal process
- » March 1 – Planning Liaison review deadline
- » March 15 – Applications due by COB
- » March through May – CMAP staff evaluation of applications
- » May 17 – Deadline for Councils/CDOT to submit bonus point allocations (STP only)
- » May/June – Review of analysis and focus group input

Timeline (cont'd)

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- » June 1 – Cutoff for obtaining design approval or submission of PDR documents
- » June through July – CMAP develops staff recommended program
- » July 18 – STP and CMAQ/TAP Project Selection Committees consider staff recommended draft program
- » July 18 through August 16 – Public comment period
- » September 5 – Project Selection Committees review public comments and consider final program
- » October 9 – CMAP Board and MPO Policy Committee consider and approve proposed programs
- » November – Federal eligibility determination and notification of funding

Application Procedure

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- » Submission through eTIP database – more information will be available in the January 17 webinar
- » PLs will review applications for municipal sponsors and alert sponsors of any missing information

Questions?

STP Shared Fund (FFY2020-2024) Program Application Booklet

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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 Surface Transportation Program (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. Non-municipal sponsors are strongly encouraged to seek partnerships with, or letters of support from, affected municipalities. 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 may focus on a subset of project types (see the table below). The STP PSC, in consultation with the councils and CDOT, will conduct an evaluation of the range and type of applications received during the 2019 call for projects, no later than December 31, 2019, to determine if rolling focus will be pursued during future calls.

	First call (2019)	Second call (2021)	Third call (2023)	Fourth call (2025)
		<i>Draft: update based on outcome of first call for projects</i>		
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. Municipalities whose combined municipal median income, tax base per capita, total tax base, and population place them in the "very high need category" would be considered eligible for a phase 1 engineering hardship exemption. A list of municipalities eligible for the January 2019 call for shared fund projects are those included in Cohort 4 per the [CMAP FY19 Community Cohorts document](#).

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. [INSERT ADOPTED TDC POLICY HERE]

Project Evaluation 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). Projects that fit into multiple project types will be evaluated in each category and will be assigned to the project type with the overall highest score. Programmed projects will be subject to Active Program Management procedures.

Project types	Project readiness			Transportation impact			Planning factors				
	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	10	10	5	20	20	10	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	
	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 for demonstration of substantial completion of phase II engineering and 5 for the completion or lack of need for right of way acquisition. Points for phase II engineering are awarded as follows:

Preliminary plans (approx. 60%) prepared	2.5 points
Pre-final plans submitted to IDOT	5 points

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

Inclusion in Local/Agency Plans

Projects can receive up to 10 points if they are included in local or agency plans. Acceptable plans are those that are subject to public review and have received local approval, including 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. Federal requirements state that all funded projects must support implementation of the region's long range transportation plan, and all eligible project types are supported in ON TO 2050. As such projects will not receive points for inclusion in ON TO 2050. 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 the 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 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. It is worth 50% of the total project score.

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 rating scale of station components, converted from a 5 point scale 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 rating scale 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 the delay and safety components of the Grade Crossing Screening Level 2 evaluation 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:

<i>Systematic Improvements</i>	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
<i>Incident Detection:</i>	
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
<i>Incident Response:</i>	
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
<i>Incident Recovery:</i>	

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. The intent of the planning factors is to set projects up for success by encouraging supportive policies and to account for additional project benefits not captured through the transportation impact analysis.

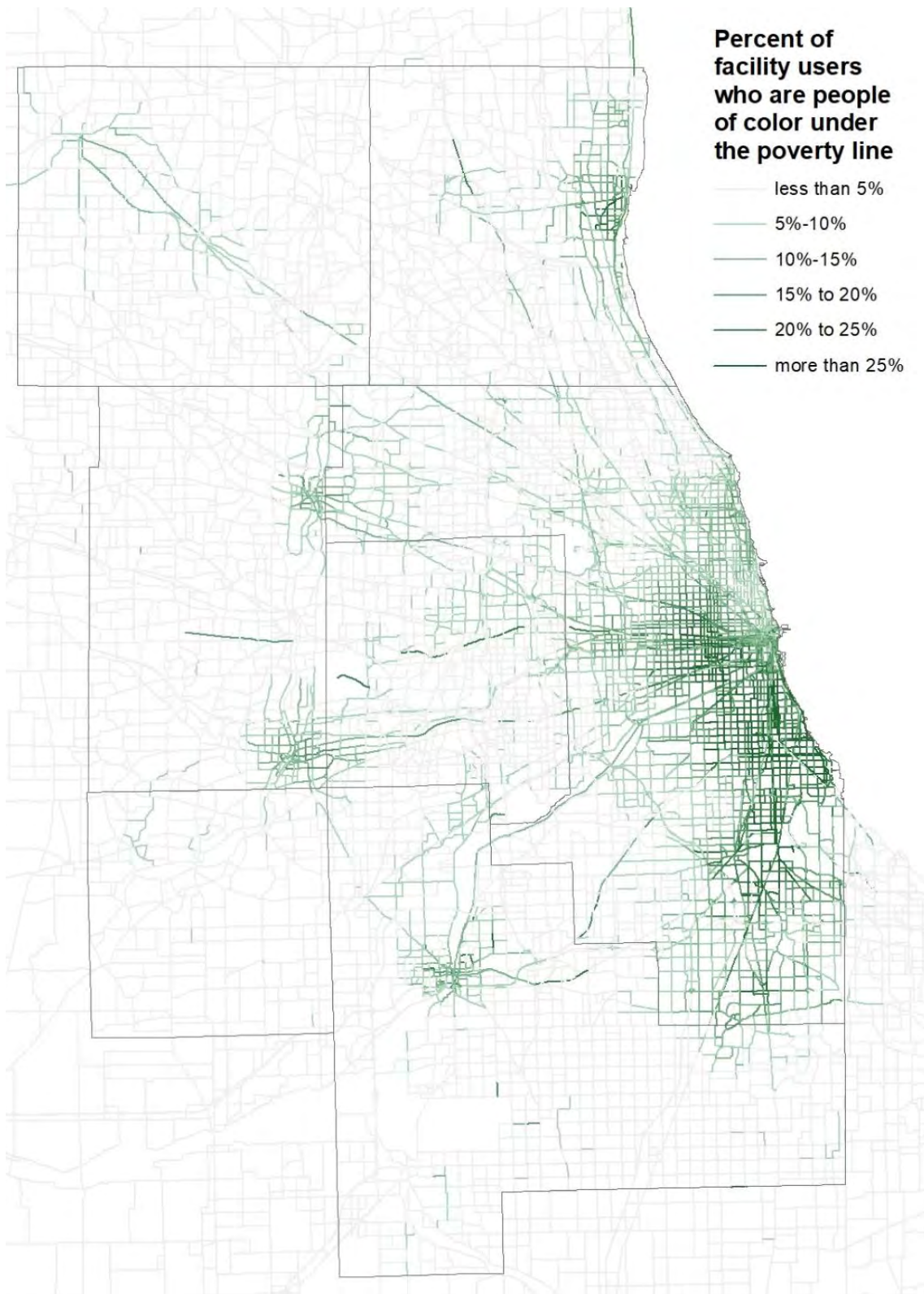
Inclusive growth (all project types)

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 or has documented an exception to complete streets policies during phase 1 or phase 2 engineering. 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 such as bioswales, infiltration trenches, permeable pavers and vegetated filter strips. For more resources and examples of green infrastructure in transportation projects, see the [US EPA's Green Streets website](#), the Metropolitan Water Reclamation District of Greater Chicago's [Technical Guidance Manual](#), and the National Association of City Transportation Officials [Urban Street Stormwater Guide](#).

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	<p>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 within the station area, points will be assigned to the classification with the highest permitted density.</p> <p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p>Permitted Densities:</p> <table><tr><th>Residential (DU/buildable acre)</th><th>Non-Residential (Building Height*)</th><th>Points</th></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> <p>*Building height given in feet based on 12 feet per story.</p> <p style="text-align: center;">AND</p> <p>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):</p> <ul style="list-style-type: none">• 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	Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points	< 6	1 story (12 ft.)	0	> 6 and ≤ 10	2 story (24 ft.)	1.0	> 10 and ≤ 16	3 story (36 ft.)	2.0	> 16 and ≤ 24	4 story (48 ft.)	3.0	> 24	> 4 story (> 48 ft.)	4.5
Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points																	
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> 10 and ≤ 16	3 story (36 ft.)	2.0																	
> 16 and ≤ 24	4 story (48 ft.)	3.0																	
> 24	> 4 story (> 48 ft.)	4.5																	
3.0	<p>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):</p> <ul style="list-style-type: none">• 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.).																		

Max Score	Criteria
	Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.

CMAP staff will also consider additional information provided by applicants that notes where potential transit users within a ½ mile of a station or stop may be higher than the zoning might suggest.

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. Councils and CDOT may also indicate at this time lack of support for non-municipally sponsored project applications falling wholly or partially within the council/CDOT boundaries. Lack of support will not cause a project application to be disregarded, however the lack of support will be communicated to the STP PSC for consideration.

Selection Process Timeline

The timeline below represents the general flow of the application and approval process. Specific deadlines will be determined and released with the call for projects.

Date	Action
Early January	Call for projects released
Early March	Applications due
May	Deadline for councils to submit bonus point allocation
June 1	Cutoff for obtaining design approval or submission of PDR documents
June	Evaluation results available
July-August	Draft program development and public comment
September	STP project selection committee approves program; submit TIP changes
October	MPO Policy Committee approves associated TIP changes



Going ON TO 2050

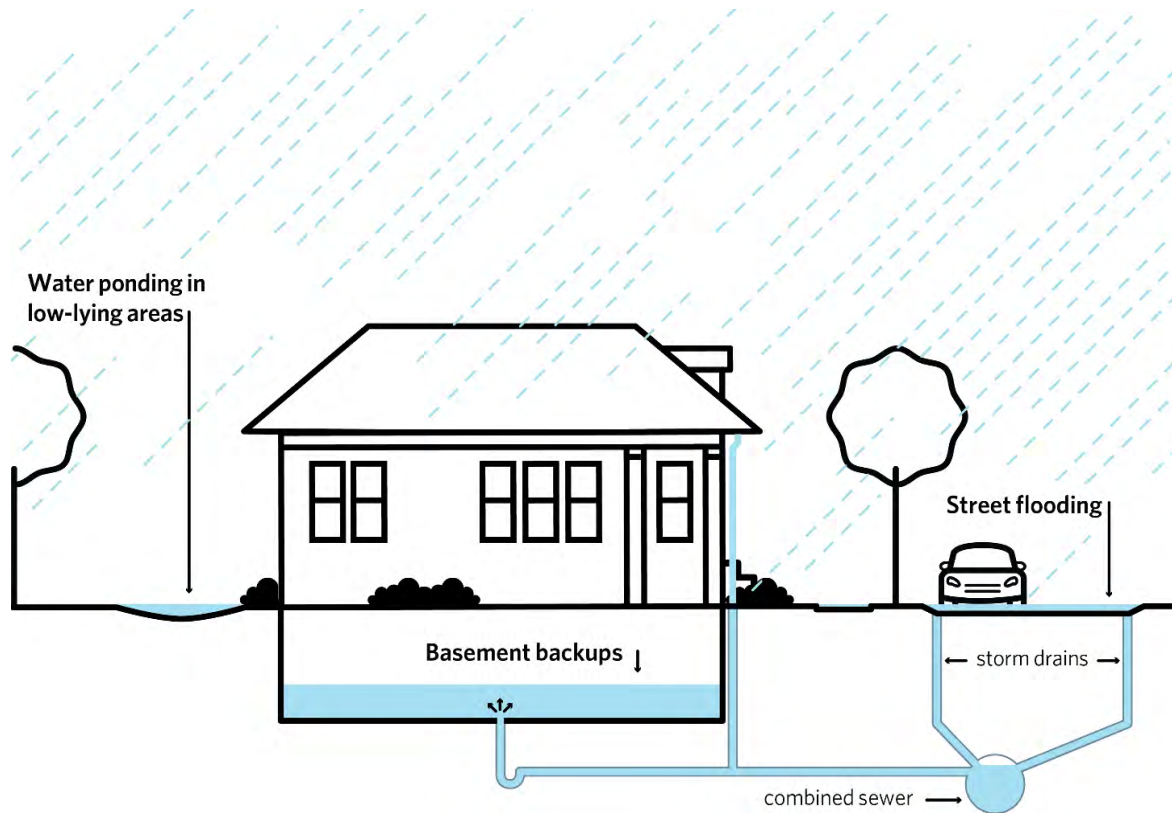
Integrating Stormwater Management into Transportation Projects

January 17, 2019

Need for stormwater investment



Flooding impacts communities and infrastructure



Flooding impacts communities
and infrastructure

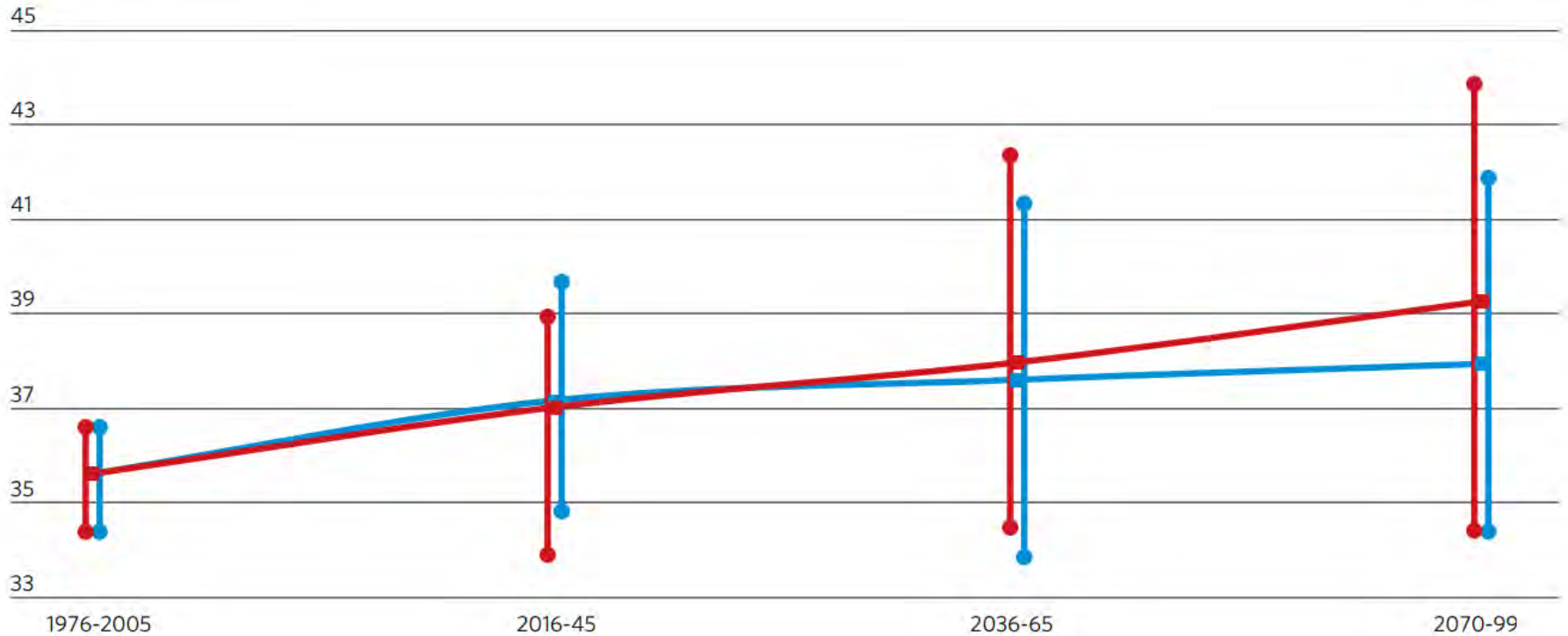


Pollution from runoff degrades
lakes, rivers, and streams

Range of projected annual total precipitation, in inches, in northeastern Illinois

Source: D.W. Pierce, D. R. Cayan, and B. L. Thrasher, 2014: Statistical downscaling using Localized Constructed Analogs (LOCA). Journal of Hydrometeorology, 15, 2558-85.

- High-emissions scenario mean
- Low-emissions scenario mean

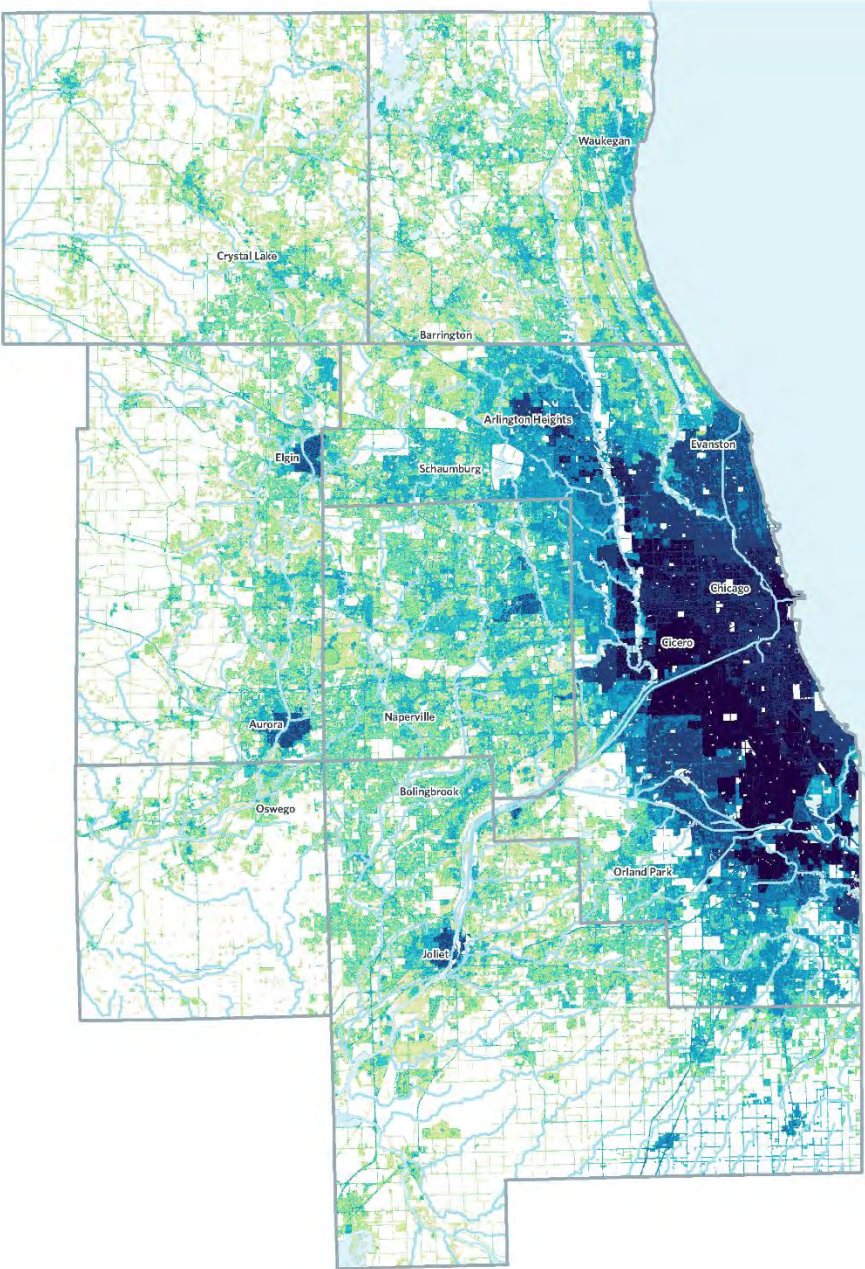


Climate change will make matters worse

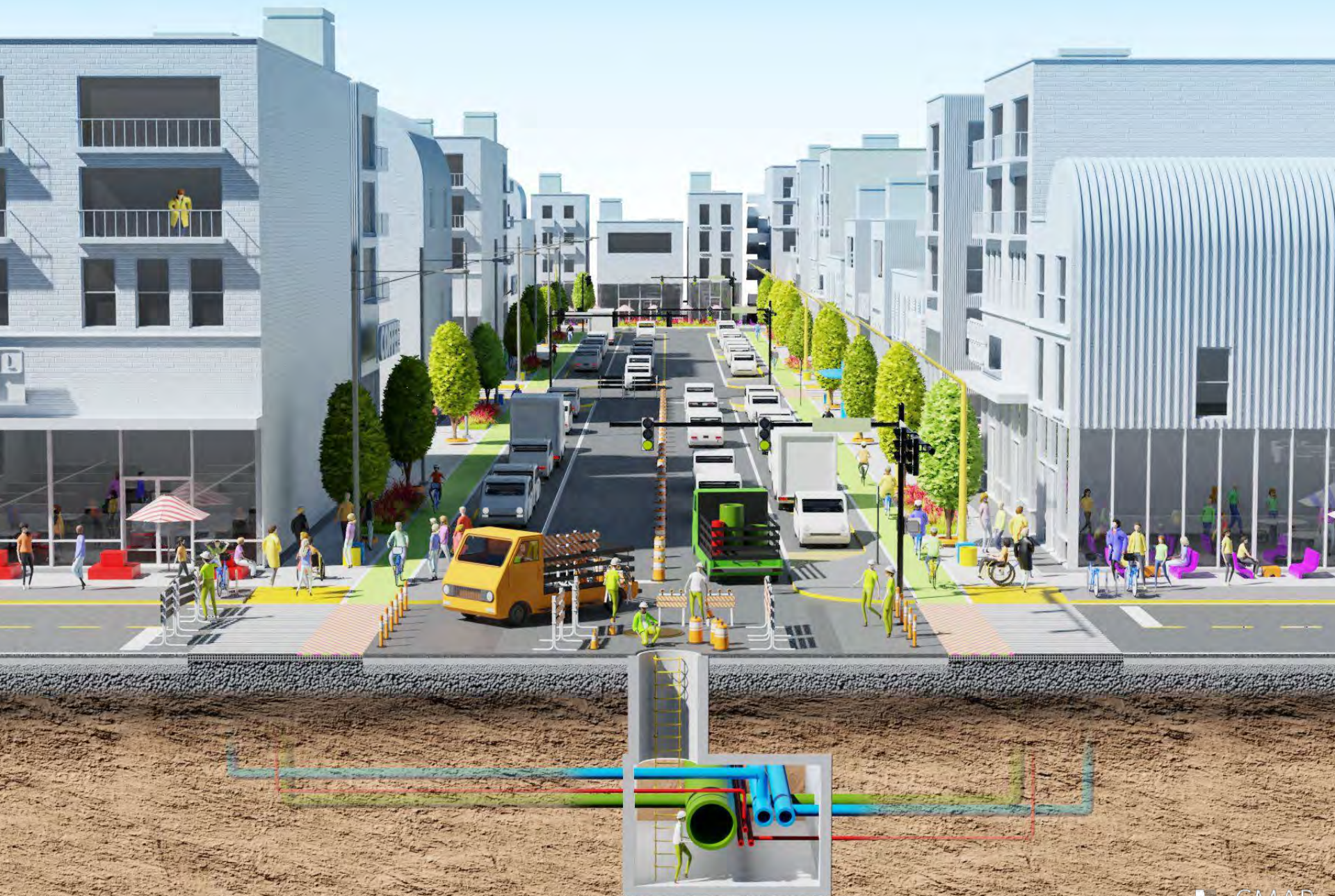
How to advance stormwater and floodplain management

**Urban Flood Susceptibility
Index**

- 10 (more susceptible)
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1 (less susceptible)







CMAP Resources

- Regional Flood Susceptibility Index
- Guide to Flood Susceptibility and Stormwater Planning
- Local Technical Assistance Program
- Value of Stormwater Utilities for Local Governments in the Chicago Region

Funding

- Dedicated revenue streams, such as stormwater utilities
- State Revolving Fund (IEPA)
- Great Lakes Restoration Initiative (USEPA)
- Sustain our Great Lakes (NFWF)
- Coastal Management Grants (IDNR)
- Section 219: Environmental Infrastructure Program (USACE)
- MWRD Green Infrastructure and Phase II Program



www.cmap.illinois.gov/onto2050
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