II. PROJECT SELECTION CRITERIA

The following criteria shall be considered by the Council's Technical Committee in formulating their recommendations for Surface Transportation Program projects.

1. Air Quality Benefits
2. Regional Transportation Significance
3. Intergovernmental Importance
4. Safety
5. Pavement Condition
6. Project Readiness
7. Local Need
8. Roadway Jurisdiction
9. TCM Components
10. Funding

QUANTITATIVE ANALYSIS FOR RANKING HIGHWAY STP PROJECTS

AIR QUALITY BENEFITS	POINTS
Projects which eliminate automobile trips	20
Projects that reduce vehicle miles traveled	15
Projects which reduce emissions	10
Projects that are air quality neutral	0
Projects with negative air quality effects	-5
REGIONAL TRANSPORTATION SIGNIFICANCE	
Road Classified as an Arterial	10
Road Classified as Collector	5
INTERGOVERNMENTAL IMPORTANCE	
Projects sponsored by 3 or more jurisdictions	10
Projects sponsored by 2 jurisdictions	5

NOTE: A project sponsor must contribute financially to the portion of the project for which funding is sought

SAFETY

The average of the last three year's accident reports are to be used and compared against the IDOT average for that type of roadway. The project must address the accident situation and be reasonably expected to lower the accident rate to qualify for safety points. Averages listed are per million miles traveled. Projects which include an at-grade crossing when the project includes the installment of a supplemental safety device which can be used to establish an extended quiet corridor according to FRA rules.

ROADWAYS	2 Lane Road	4 Lane Road	POINTS
125% of IDOT Avg	8.27	8.35	15
IDOT Avg	6.62	6.68	10
75% of IDOT Avg	4.96	5.01	5
50% or less of IDOT Avg	3.31	3.34	0

INTERSECTIONS			
125 % of IDOT Avg	8.006	12.944	15
IDOT Avg	6.405	10.35	10
75% of IDOT Avg	4.804	7.766	5
50% or less of IDOT Avg	3.203	5.178	0

AT-GRADE CROSSINGS

Supplementary safety device	5

PAVEMENT CONDITION		
0.0 - 4.5	Poor	15
4.6 - 6.0	Fair	10
6.1 - 7.5	Good	5
7.6 - 9.0	Excellent	0

PROJECT READINESS

IDOT Approved Phase I Report Completed	10
Municipal Council Approval for Phase I Study	5
Proof of dedicated funding	1

LOCAL NEED/EFFORT

Project dependant on STP funding	10

ROADWAY JURISDICTION

Local Roadway	15

County Roadway	10
State Roadway	5

TRANSPORTATION CONTROL MEASURE COMPONENT

Each TCM within project	5

Projects classified as Transportation Control Measures (TCMs) shall be considered independent of the quantitative analysis. See Section IV. B. for a list of eligible TCMs.

FUNDING

Any project which is a jurisdictional transfer and the Illinois Department of Transportation is providing the matching funds will have a 5 point deduction.

State funds as match for jurisdictional transfer	-5

III. ELIGIBLE ROUTES

All projects must be on STP eligible routes. STP eligible routes serve a regional purpose and must serve more than a local land access function. Routes must be designated as a "collector" or higher. The IDOT Road Classification shall govern.

IV. ELIGIBLE PROJECTS

A. STANDARD PROJECTS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is closely tied to the Clean Air Act Amendments (CAAA). The following list of projects eligible for STP funding should be considered a partial list. Should you be unsure of a project's eligibility, contact the Council Liaison.

- Construction, reconstruction, restoration and rehabilitation of roads and bridges
- Highway and transit safety improvements
- Traffic signalization projects
- Intersection improvements
- Park & ride facilities
- Bicycle and pedestrian facilities if undertaken in conjunction with an approved STP project or if they are commuter related
- Wetland mitigation, wetland banking, landscaping and mitigation of water quality impacts if undertaken with an approved STP project
- Right-of-way acquisition for an approved STP project
- Phase II engineering for an approved STP project

B. TRANSPORTATION CONTROL MEASURES

The Transportation Equity Act encourages funding for projects classified as Transportation Control Measures. These projects are:

- Programs for improved public transit (capital costs only)
- Restriction or construction of certain roads or lanes for use by high occupancy vehicles
- Employer-based transportation management plans, including incentives
- Trip reduction ordinances
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving high occupancy vehicle programs or transit service
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration
- Programs for secure bicycle storage facilities and other facilities including bicycle lanes, for the protection and convenience of bicyclists, in both private and public areas
- Programs for provision of all forms of high occupancy vehicles
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs to control extended idling of vehicles
- Employer-sponsored programs to benefit flexible work schedules
- Programs and ordinances which, as part of the transportation planning and development efforts of a locality:
  1) facilitate non-automobile travel
  2) encourage the provision and utilization of mass transit, or
  3) generally reduce the need for single-occupant vehicle travel

  These include programs and ordinances applicable to new shopping centers, special events and other centers of vehicle activity
- Programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest.

V. LOCAL MATCH

The match ratio for the North Shore Council of Mayors is a 70/30 federal/local split. Federal funds may be used for up to 70% of the eligible expenses. The sponsoring agency is responsible for the remaining 30%. RECOVERY ACT FUNDING IS AVAILABLE AT 100% FEDERAL FUNDING

APPENDIX A

LIST OF NORTH SHORE COUNCIL OF MAYORS MUNICIPALITIES

The North Shore Council of Mayors is comprised of the following municipalities.

Evanston
Glencoe
Glenview
Golf
Kenilworth
Lincolnwood
Morton Grove
Northbrook
Northfield
Skokie
Wilmette
Winnetka

APPENDIX B

GLOSSARY OF STP TERMINOLOGY

The following definitions are to be used in connection with the Council of Mayors Surface Transportation Program only. For a more complete listing of transportation-related definitions, please refer to the Northwest Municipal Conference's Transportation Glossary.

Advance Funding - The practice of borrowing against future funding to pay for a project now. The CATS Council of Mayors Executive Committee must approve advance funding requests

Air Quality Conformity - The process of determining the air quality impacts of transportation projects submitted for inclusion in the Transportation Improvement Program (TIP). Conformity analysis is done by the Chicago Metropolitan Agency for Planning (CMAP) to assure that the TIP meets the federal requirements of ISTEA and the Clean Air Act Amendments (CAAA).

Annual Average Daily Traffic (AADT) – The total yearly volume of vehicles on a roadway divided by the number of days in the year.

Annual Element - A listing of the projects expected to have their contracts awarded within the current fiscal year. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

Arterial - The functional classification of a roadway whose primary function is to serve through traffic. Ideally, arterials should not penetrate identifiable neighborhoods.

CMAP - The Chicago Metropolitan Agency for Planning. The regional, member-run agency designated as the Metropolitan Planning Organization (MPO) for the region. Among other responsibilities, CMAP coordinates the Surface Transportation Program for northeastern Illinois including the North Shore Council area.

Collector - The functional classification for a roadway whose primary function is to connect residential areas with the arterial system.

Construction Engineering (ENG III) - Also called phase III engineering. The cost of ENG III is combined with the construction costs of the project and is eligible for STP funding.

Council Planning Liaison - The person employed by the Northwest Municipal Conference to coordinate the Surface Transportation Program for the North Shore Council of Mayors. The Liaison also represents the Council to county, state, regional and federal transportation agencies.

Fiscal Year (FY) - The Councils of Mayors Surface Transportation Program operates within the federal fiscal year (October 1 -September 30).

IDOT - The Illinois Department of Transportation. IDOT implements the STP program.

Letting - The public opening of bids for a contract. IDOT has up to 45 days after the letting to award the contract or reject all bids.

Level of Service (LOS) - A method of grading the performance of an intersection of roadway segment. An "A" indicates free traffic flow while an "F" is gridlock.

Minor Arterial - Arterials not designated as Strategic Regional Arterials.

Multi-Year Program (MYP) - A listing of projects to be completed in future years. The Surface Transportation Program (STP) is made up of the Annual Element and the Multi-Year Program.

North Shore Council of Mayors - A voluntary, cooperative effort by municipalities to plan and implement the Surface Transportation Program for the North Shore region of the Council of Mayors System.

North Shore Council of Mayors Technical Committee - The committee includes Mayors/Presidents, managers/administrators and/or their representatives, that review all projects and proposals made to the North Shore Council of Mayors. Membership on the Technical Committee is at the discretion of the President of the Northwest Municipal Conference and the North Shore Council of Mayors.

Phase I Engineering (ENG I) - A conceptual engineering report involving geometry, design, right-of-way requirements and environmental studies. ENG I is not eligible for STP funding.

Phase II Engineering (ENG II) - Translates the concepts of a Phase I report into specifics for the preparation of the contract plans and land acquisition.

Planning Liaison (PL) - See Council Planning Liaison.

Strategic Regional Arterial (SRA) - An arterial roadway designated by the Illinois Department of Transportation as part of the Strategic Regional Arterial System.

Surface Transportation Program (STP) - The federal program that provides federal funding for locally initiated transportation projects. The Program, contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), is administered by CMAP and implemented by IDOT.

Transportation Control Measures (TCM) - Projects designed to reduce the impact/use of single occupant vehicles by encouraging the use of alternate modes of transportation, non-peak period travel or greater system efficiency.

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) - The federal transportation bill enacted in 2005 which authorizes the federal surface transportation programs for highways, highway safety and transit for the five year period of 2005-2009. The Act establishes guidelines and provides sources of funding for transportation projects.

Transportation Improvement Program (TIP) - A unified document indicating coordination of all transportation agencies in the Chicago metropolitan area. All transportation projects, other than those entirely funded by locally monies, are included in the TIP.

Vehicle Miles Traveled (VMT) - The VMT is the length of the proposed improvement multiplied by the number of vehicles that travel the route daily.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.chicagoareaplanning.org

TIP Work Types - Codes and Definitions

Type Code	Definition	Investment Origin Code	Program Group	PAQB Candidate	Exempt Status
A-BAR	Safety - Barriers	Improvement	Safety Projects		Exempt
A-BEA	Safety - Beacons	Improvement	Safety Projects		Exempt
A-FNC	Safety - Fencing	Improvement	Safety Projects		Exempt
A-GRD	Safety - Guardrails	Improvement	Safety Projects		Exempt
A-LTS	Safety - Lighting	Improvement	Safety Projects		Exempt
A-MED	Safety - Median Projects	Improvement	Safety Projects		Exempt
A-OPT	Safety - Opticom Equipment	Improvement	Safety Projects		Exempt
A-PMRK	Safety - Pavement Marking	Improvement	Safety Projects		Exempt
A-RRXING	Safety - Railroad Crossing Improvements	Improvement	Safety Projects		Exempt
A-SHDR	Safety - Shoulder Improvements	Improvement	Safety Projects		Exempt
A-SKIDT	Safety - Skid Treatments	Improvement	Safety Projects		Exempt
B-NEW	Bridge/Structure - New	Expansion	No Group - Non-Exempt		Not Exempt
B-PNT	Bridge/Structure - Paint	Improvement	Bridge Projects (Except Transit)		Exempt
B-RECNFG	Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths	Improvement	Bridge Projects (Except Transit)	Yes	Exempt Tested
B-REPAIR	Bridge/Structure - Reconst/Rehab No Chng in #, Wdth, or Lane	Improvement	Bridge Projects (Except Transit)		Exempt
B-REPLACE	Bridge/Structure - Replace	Improvement	Bridge Projects (Except Transit)		Exempt
C-IMP	Station - Improve with Change in Service	Improvement	Stations - Maintain/Rehab Commuter/Rapid Transit	Yes	Exempt Tested
C-MAINT	Rail Stations - Maintain, Rehabilitate, Replace	Improvement	Stations - Maintain/Rehab Commuter/Rapid Transit		Exempt
C-NEW	Station - New	Expansion	No Group - Non-Exempt	Yes	Not Exempt
C-RELOC	Station - Relocate	Improvement	Stations - Maintain/Rehab Commuter/Rapid Transit	Yes	Exempt Tested
D-FAC	ADA - Facility Improvements	Improvement	ADA Access Improvements		Exempt
D-VEH	ADA - Vehicle Improvements	Improvement	ADA Access Improvements		Exempt
E-BIKE	Bicycle Facility	Bike/ped	Bicycle/Pedestrian Projects	Yes	Exempt
E-HIS	Historic Preservation	Miscellaneous	Miscellaneous Exempt Projects		Exempt
E-LS	Enhancement – Landscaping	Improvement	Miscellaneous Exempt Projects		Exempt
E-NOIS	Noise Attenuation	Improvement	Miscellaneous Exempt Projects		Exempt
E-PED	Pedestrian Facility	Bike/ped	Bicycle/Pedestrian Projects	Yes	Exempt
F-OFC	Facility - Office Facilities/Equipment	Miscellaneous	Transit Support Facilities And Equipment		Exempt
F-REV	Facility - Revenue Collection Equipment	Improvement	Transit Support Facilities And Equipment		Exempt
F-SHOP	Facility - Shop Facilities/Equipment	Improvement	Transit Support Facilities And Equipment		Exempt
F-SPTV	Facility - Signal Priority for Transit	Improvement	Intersection Improvements	Yes	Exempt
F-TRN	Facility - Bus Turnaround	Improvement	Transit Support Facilities And Equipment	Yes	Exempt
F-YRDS	Facility - Towers and Yards	Improvement	Transit Support Facilities And Equipment		Exempt
H-AL	Highway/Road - Add Lanes	Expansion	No Group - Non-Exempt		Not Exempt
H-ALIGN	Highway/Road - Vertical/Horizontal Algnment (e.g. Clearance)	Improvement	Exempt Paving Projects		Exempt
H-C/G	Highway/Road - Curb and Gutter	Improvement	Exempt Paving Projects		Exempt
H-CLTL	Highway/Road - Continuous Bi-Directional Turn Lanes	Improvement	Exempt Paving Projects		Exempt Tested
H-COR	Highway/Road - Corridor Improvement	Improvement	No Group - Non-Exempt		Not Exempt
H-EXT	Highway/Road - Extend Road	Expansion	No Group - Non-Exempt		Not Exempt
H-HOV	Highway/Road - HOV Lanes	Expansion	No Group - Non-Exempt	Yes	Not Exempt
H-INFO	Highway/Road - Directional/Informational Signs	Improvement	Miscellaneous Exempt Projects	Yes	Exempt

TIP Work Types - Codes and Definitions – Page 2

Type Code	Definition	Investment Origin Code	Program Group	PAQB Candidate	Exempt Status
H-INTIMP	Highway/Road - Intersection Improvement	Improvement	Intersection Improvements	Yes	Exempt
H-INTRC	Highway/Road - Intersection Reconstruction	Improvement	Exempt Paving Projects	Yes	Exempt
H-IPASS	Highway/Road - I-Pass Improvement	Improvement	Miscellaneous Exempt Projects	Yes	Exempt Tested
H-IRS	Highway/Road - Intermittent Resurfacing	Improvement	Exempt Paving Projects		Exempt
H-NEW	Highway/Road - New Road	Expansion	No Group - Non-Exempt		Not Exempt
H-PATCH	Highway/Road - Pavement Patching	Improvement	Exempt Paving Projects		Exempt
H-RCINKND	Highway/Road - Reconstruct in Kind	Improvement	Exempt Paving Projects		Exempt
H-RCNST	Highway/Road - Reconst With Change in Use or Width of Lane	Improvement	Exempt Paving Projects	Yes	Exempt Tested
H-RS	Highway/Road - Resurface (With No Lane Widening)	Improvement	Exempt Paving Projects		Exempt
H-WRS	Highway/Road - Widen Lanes and Resurface	Improvement	Exempt Paving Projects	Yes	Exempt Tested
I-EXP	Interchange - Expand (New Movements Added To Interchange)	Expansion	No Group - Non-Exempt		Not Exempt
I-NEW	Interchange - New	Expansion	No Group - Non-Exempt		Not Exempt
I-RCNST	Interchange - Reconstruction	Improvement	Exempt Paving Projects		Exempt
J-EXP	Rolling Stock - Expand Fleet	Expansion	No Group - Non-Exempt	Yes	Not Exempt
J-REHAB	Rolling Stock - Rehabilitate Vehicles	Improvement	Rolling Stock - Rehabilitate Vehicles		Exempt
J-REP	Rolling Stock - Replace Existing Vehicles	Improvement	Rolling Stock - Replacement/Minor Expansions		Exempt Tested
M-IMP	Multi-Modal Center - Improve With Change in Service	Improvement	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
M-MAINT	Multi-Modal Center - Maintain, Rehabilitate, Replace	Improvement	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt
M-NEW	Multi-Modal Center - New	Expansion	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
M-RELOC	Multi-Modal Center - Relocate	Improvement	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
O-C&A	Contingency and Administration	Miscellaneous	Transit Contingency/Administration		Exempt
O-OPS	Operations - Transit Operating Assistance	Miscellaneous	Transit Operating	Yes	Exempt
P-EXP	Parking - Expand Number of Spaces	Expansion	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
P-MAINT	Parking - Maintain, Rehabilitate, Replace	Improvement	Multi-modal Centers - Construct/Maintain/Rehab		Exempt
P-NEW	Parking - New Lot or Garage	Expansion	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
P-RELOC	Parking - Relocate Lot or Garage	Improvement	Multi-modal Centers - Construct/Maintain/Rehab	Yes	Exempt Tested
R-EXP	Rail Line - Extend Line	Expansion	No Group - Non-Exempt	Yes	Not Exempt
R-IMP	Rail Line - Improve Line	Improvement	Rail Line - Maintain/Rehab Commuter/Rapid Transit		Exempt Tested
R-MAINT	Rail Line - Maintain, Rehabilitate, Replace	Improvement	Rail Line - Maintain/Rehab Commuter/Rapid Transit		Exempt
R-NEW	Rail Line - New Line	Expansion	No Group - Non-Exempt	Yes	Not Exempt
S-ASNG	Signals - Add Signals at Single Intersection	Improvement	Intersection Improvements		Exempt
S-MOD	Signals - Modernization	Improvement	Intersection Improvements	Yes	Exempt
S-NEW	Signals - New Signals for Multiple Intersections	Improvement	No Group - Non-Exempt	Yes	Not Exempt
S-TIM	Signals - Interconnects and Timing	Improvement	No Group - Non-Exempt	Yes	Not Exempt
T-EXP	Bus Routes - Major Expansion	Expansion	No Group - Non-Exempt	Yes	Not Exempt
T-IMP	Bus Routes - Major Service Improvement	Improvement	No Group - Non-Exempt	Yes	Not Exempt
U-COM	CPS - Communications	Improvement	Transit Communications/Power/Signals		Exempt
U-POW	CPS - Power	Improvement	Transit Communications/Power/Signals		Exempt
U-SIGS	CPS - Signals	Improvement	Transit Communications/Power/Signals		Exempt
V-MAINT	Vehicle Facility - Maintenance	Improvement	Transit Storage/Maintenance Facilities		Exempt
V-STOR	Vehicle Facility - Storage	Improvement	Transit Storage/Maintenance Facilities		Exempt
X-IMP	Transfer Facility - Improve with Change in Service	Improvement	Transfer Facilities - Construct/Maintain/Rehab	Yes	Exempt Tested
X-MAINT	Transfer Facility - Maintain, Rehabilitate, Replace	Improvement	Transfer Facilities - Construct/Maintain/Rehab		Exempt
X-NEW	Transfer Facility - New	Expansion	Transfer Facilities - Construct/Maintain/Rehab	Yes	Exempt Tested
X-RELOC	Transfer Facility - Relocate	Improvement	Transfer Facilities - Construct/Maintain/Rehab	Yes	Exempt Tested
Z-OTH	Miscellaneous - Project Types Not Listed	Miscellaneous	No Group - Non-Exempt	Yes	Not Exempt
Z-OTHEX	Miscellaneous - Exempt Projects	Miscellaneous	Miscellaneous Exempt Projects	Yes	Exempt
Z-OTHXTST	Miscellaneous - Exempt Tested Projects	Miscellaneous	Miscellaneous Exempt Projects	Yes	Exempt Tested
89	Total Work Types				

PROJECT APPLICATION FORM INSTRUCTIONS

Any municipality wishing to place a project in the Surface Transportation Program (STP) of the North Shore Council of Mayors shall submit a project application form for each project proposal.

There are two application forms. The first is for the standard highway project. The majority of proposals will use this form. The second is for projects classified as Transportation Control Measures (TCMs). TCMs are not subject to the point system for project ranking. TCMs shall be judged independently of other projects. If they are found to contain sufficient merit, they shall receive priority over other new project proposals.

Application forms should be mailed to:
Chalen Hunter, Planning Liaison
Northwest Municipal Conference
1616 E. Golf Road
Des Plaines, IL 60016

Prior to completing the application form, please contact the Liaison at (847) 296-9200.

Thank you.

IT IS VITAL THAT ANY CHANGES TO THE PROJECT FROM THE INITIAL APPLICATION BE IMMEDIATELY REPORTED TO THE LIAISON

APPENDIX D

HIGHWAY PROJECTS

A. GENERAL INFORMATION

1. Date of Application_____

2. Municipality/Lead Agency_____

3. Project Street_____Route # _____

4. Limits of Project:

a) 1st Reference Point/Cross Street_____

Marked Route #_____ County_____

b) 2nd Reference Point/Cross Street_____

Marked Route #_____ County_____

c) Other Project Location Information (optional)

5. Name & Phone # of Contact Person

6. Other agencies participating in this project and contact people at those agencies

7. Year for which funding is sought (give date) (FFY 2009 or FFY 2010)

B. EXISTING CONDITIONS

1. Provide a brief description of the existing facility.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

2. Provide the current Annual Average Daily Traffic and peak hour counts and the source(s) for this information.

3. Provide the raw accident counts for each of the last three years and the source of this information.

4. Provide the most recent Condition Rating Survey (no more than 2 years old), who conducted the rating, how it was conducted and when.

5. Is the roadway designated by IDOT as a (please circle one):

   Strategic Regional Arterial

   Other Arterial

   Collector

C. PLANNING & IMPLEMENTATION

1. Does the project require right-of-way acquisition? (ROW Acquisition on a federally funded project typically requires 18 months)

2. If yes, is the project currently undergoing this acquisition process?

3. Are there issues that may delay the project? (ie: environmentally sensitive areas)?
   If yes, please explain.

D. PROJECT DESCRIPTION AND/OR WORK TYPE

1. Primary Work Type (list all that apply)

   _____ _____ _____

   VALID WORK TYPES:
   See the CMAP FY 05-09 TIP Work Type Codes Sheet for a complete list of eligible work types

2. Project Description

3. Project length in miles

4. Number of signalized intersections within project limits

5. Number and level of service of intersections to be improved by the project

6. Complete the following table using the best estimates of minimum measurements within the project limits.

	BEFORE	AFTER
# of Unrestricted Driving Lanes		
Driving Lane Widths (feet per lane)		
# of Parking Lanes (& lane width)		
Bi-Directional Left Turn Lane (Y or N)		
Traffic Signal Interconnect		
# of Restricted Lanes (Peak/Off Peak; describe restriction)		
Paved Roadway Cross Section (feet)		
Posted Speed Limit		
# of At-Grade Crossings		
# of New Supplementary Safety Device at Crossings (please state location of each)		

7. Project Cost and Schedule

	Starting Year	Local$	County$	State$	Fed$ (Council)	Other Federal
ENG I	_____	_____	_____	_____	__0___	_____
ENG II	_____	_____	_____	_____	_____	_____
R.O.W.	_____	_____	_____	_____	_____	_____
Const (inc ENG III)	_____	_____	_____	_____	_____	_____
PROJECT COST	_____	_____	_____	_____	_____	

TOTAL PROJECT COST $_____

NOTE: ANY CHANGES TO THE ESTIMATED COST OF A PROJECT MUST BE IMMEDIATELY REPORTED TO THE COUNCIL LIAISON

8. Please attach a copy of a recent Board/Council resolution (or minutes) requesting consideration of the project by the Council of Mayors and the municipality's ability to fund the required local match. If funding is currently programmed, please include recent Board/Council resolution (or minutes) or capital budget showing funding.

E. OTHER ISSUES

1. Are there any other features or issues you feel the Council should be aware of? If yes, please explain.

F. EXHIBITS

Please attach the required exhibits to this form. Since this form will be photocopied, please make sure that all exhibits are photocopiable.

1. Map showing location of project within region.

2. Map showing location of project within municipality.

3. Existing typical section.

4. Proposed typical section

5. Proposed alignment if realignment is proposed.

6. Please refer to Section II. Project Ranking Point Scale, circle the point value in each category that you feel your project deserves and submit that page along with the application form. The Council is the final authority on a projects point value.

NORTH SHORE COUNCIL OF MAYORS
PROPOSED HIGHWAY PROJECT SCHEDULE
(Must be submitted to the Council of Mayors at time of project application)

Municipality: _____

Project Location & Limits:_____

ACTIVITY	**ESTIMATED DATE**
Initial Phase I "Kick-off" meeting with IDOT, Liaison and consultants:	_____
IDOT/FHWA/Municipality Coordination Meeting:	_____
Categorical Exclusion Concurrence/Design Variance Approval:	_____
Submit draft Phase I Engineering Report (PDR) to IDOT: (3-6 month review period)	_____
Public Hearing/Meeting:	_____
Final Phase I Design Approval:	_____
Submit Phase II Engineering Agreement to IDOT:	_____
Initial Phase II Engineering Meeting:	_____
Submittal of Pre-Final Plans w/ Estimates to IDOT: (1-4 month review period)	_____
Submit Phase III Engineering Agreement to IDOT:	_____
Submittal of Final Plans, Spec. & Estimates (PS&E) to IDOT: (7 to 10 days before Springfield BLR due date)	_____
Expected letting for construction:	_____

RIGHT-OF-WAY

Does ROW Need to be Acquired?: _____ (min. 18 months required)

If yes, # of Parcels to be Acquired: _____

ROW "Kick-off" Meeting: _____

Initiate ROW Acquisition: _____

Complete ROW Acquisition: _____

Please list any potential delays that would interfere with the schedule for this project:

APPENDIX E

TRANSPORTATION CONTROL MEASURE PROJECTS

A. GENERAL INFORMATION

1. Date of Application_____

2. Municipality/Lead Agency_____

3. Name of facility to be improved/implemented:

4. Limits of Project:

   a) 1st Reference Point/Cross Street_____

   Marked Route #_____ County_____

   b) 2nd Reference Point/Cross Street_____

   Marked Route #_____ County_____

5. Other Project Location Information:

6. Name & Phone # of Contact Person

7. Other agencies participating in this project & contact people at those agencies

8. Year for which funding is sought (give date)

B. EXISTING CONDITIONS

1. Provide a brief description of the existing facility:

2. Modes served by the existing facility (bus, rail etc):

C. PLANNING & IMPLEMENTATION

1) Does the project require right-of-way acquisition?

2) If yes, is the project currently undergoing the acquisition process?

3) Are there any issues that may delay the implementation of this project?

D. PROJECT DESCRIPTION AND/OR WORK TYPE

1) Primary Work Type (please show no more than three)

_____ _____ _____

VALID WORK TYPES:

D-ADA	ADA IMPROVEMENTS
E-BIKE	BICYCLE PROJECTS
E-PED	PEDESTRIAN PROJECTS
P-EXP	ADD PARKING SPACES (at transit)
P-NEW	NEW PARKING LOT OR GARAGE (at transit)
P-RELOC	RELOCATE PARKING LOT OR GARAGE (at transit)
C-IMP	IMPROVE EXISTING STATION
C-NEW	NEW STATION
C-RELOC	RELOCATE STATION
A-RRXING	SAFETY-RAILROAD CROSSING IMPROVEMENT
X-IMP	IMPROVE TRANSFER FACILITY
X-NEW	NEW TRANSFER FACILITY
X-RELOC	RELOCATE TRANSFER FACILITY
M-IMP	IMPROVE MULTI-MODAL CENTER
M-MAINT	MULTI-MODAL CENTER-REHAB/REPLACE
M-NEW	NEW MULTI-MODAL CENTER
M-RELOC	RELOCATE MULTI-MODAL CENTER
Z-OTH	PROJECT TYPES NOT LISTED

2) Project Description

3) Modes served by improved/new facility (bus, rail, bike etc)

4) Project Cost and Schedule

	Starting Year	local$	County$	State$	FED$ (Council)	Transit Agency	Other Federal
ENG I	_____	_____	_____	_____	__0___	_____	_____
ENG II	_____	_____	_____	_____	_____	_____	_____
R.O.W.	_____	_____	_____	_____	_____	_____	_____
CONST.	_____	_____	_____	_____	_____	_____	_____
PROJECT COST	_____	_____	_____	_____	_____	_____	_____

TOTAL PROJECT COST$_____

NOTE: ANY CHANGES TO THE ESTIMATED COST OF A PROJECT MUST BE IMMEDIATELY REPORTED TO THE COUNCIL LIAISON

5. Please attach a copy of a recent Board/Council resolution (or minutes) requesting consideration of the project by the Council of Mayors and the municipality's ability to fund the required local match. If funding is currently programmed, please include recent Board/Council resolution (or minutes) or capital budget showing funding.

E. OTHER ISSUES

1. Are there any other issues that you feel the Council should know about? Please explain.

F. EXHIBITS

Please attach the required exhibits to this form. Since this form will be photocopied, please make sure that all exhibits are photocopiable.

1. Map showing location of project within region.

2. Map showing location of project within municipality.

3. Overhead sketch of project.

NORTH SHORE COUNCIL OF MAYORS
PROPOSED HIGHWAY PROJECT SCHEDULE
(Must be submitted to the Council of Mayors at time of project application)

Municipality: _____

Project Location & Limits:_____

ACTIVITY	**ESTIMATED DATE**
Initial Phase I "Kick-off" meeting with IDOT, Liaison and consultants:	_____
IDOT/FHWA/Municipality Coordination Meeting:	_____
Categorical Exclusion Concurrence/Design Variance Approval:	_____
Submit draft Phase I Engineering Report (PDR) to IDOT: (3-6 month review period)	_____
Public Hearing/Meeting:	_____
Final Phase I Design Approval:	_____
Submit Phase II Engineering Agreement to IDOT:	_____
Initial Phase II Engineering Meeting:	_____
Submittal of Pre-Final Plans w/ Estimates to IDOT: (1-4 month review period)	_____
Submit Phase III Engineering Agreement to IDOT:	_____
Submittal of Final Plans, Spec. & Estimates (PS&E) to IDOT: (7 to 10 days before Springfield BLR due date)	_____
Expected letting for construction:	_____

RIGHT-OF-WAY

Does ROW Need to be Acquired?: _____ (min.18 months required)

If yes, # of Parcels to be Acquired: _____

ROW "Kick-off" Meeting: _____

Initiate ROW Acquisition: _____

Complete ROW Acquisition: _____

Please list any potential delays that would interfere with the schedule for this project: