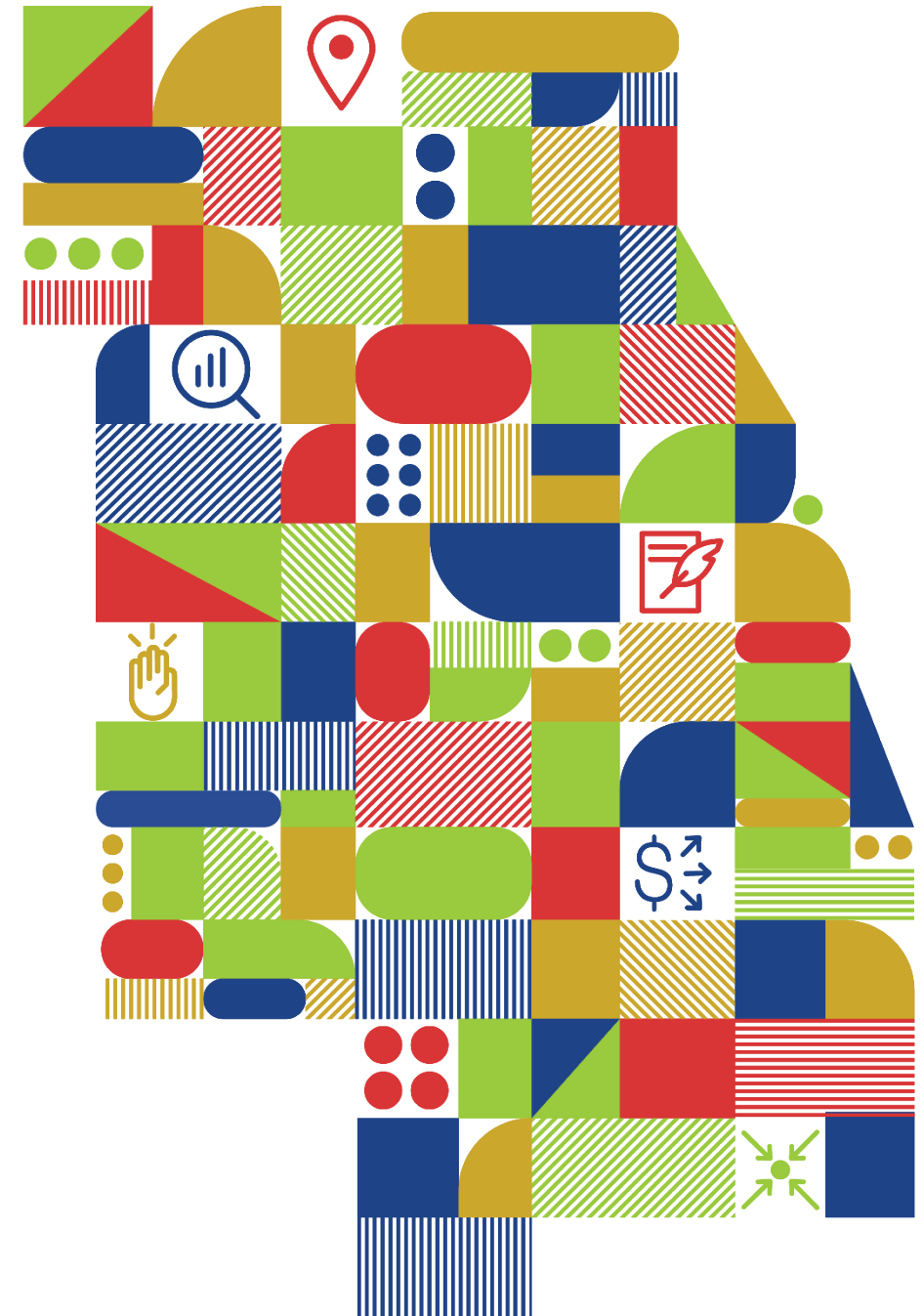




Federal funding opportunities for freight-related projects

CMAP Freight Committee
December 7, 2020



Overview

Programming background

Freight-related project eligibility and scoring

Past successes

Upcoming call for projects

Programming Responsibility

As the MPO, CMAP is responsible for allocating certain federal funds directly to local transportation projects

- Solicit applications from local governments, highway and transit agencies
- Highway, transit, and bicycle/pedestrian projects
- Engineering, right-of-way acquisition, construction for maintenance, modernization, and expansion
- Apply methodologies developed by project selection committees

Guided by ON TO 2050 principles

Inclusive Growth

Resilience

Prioritized Investment

Programming process

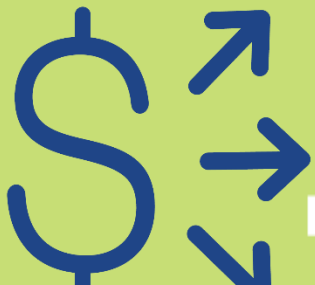
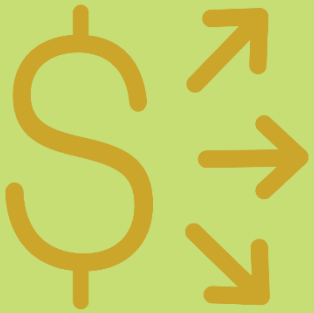
Program for 5 years at a time

Cannot program more than is reasonably expected to be available in each year

Calls for Projects issued every two years (next: 2021)

Goal of each call is to program the 4th and 5th years and “fill in” where available in the other years

STP Shared Fund



Surface Transportation Program (STP)

Approximately \$25 million annually to accomplish projects that can make large and lasting regional contributions

Road reconstruction or expansion, transit stations, bus speed improvements, safety, **truck routes, highway-rail grade crossings**, and bicycle/pedestrian barrier elimination

Evaluated on readiness, transportation impact, planning factors, and subregional priority

Programmed by the STP Project Selection Committee

Basic eligibility

Total cost of project > \$5 million or project has multiple partners

Preliminary (phase 1) engineering complete

Project is included in a local or regional plan

Basic requirements

Project sponsor must be a unit of government

Non-municipal sponsors are strongly encouraged to partner with a municipality

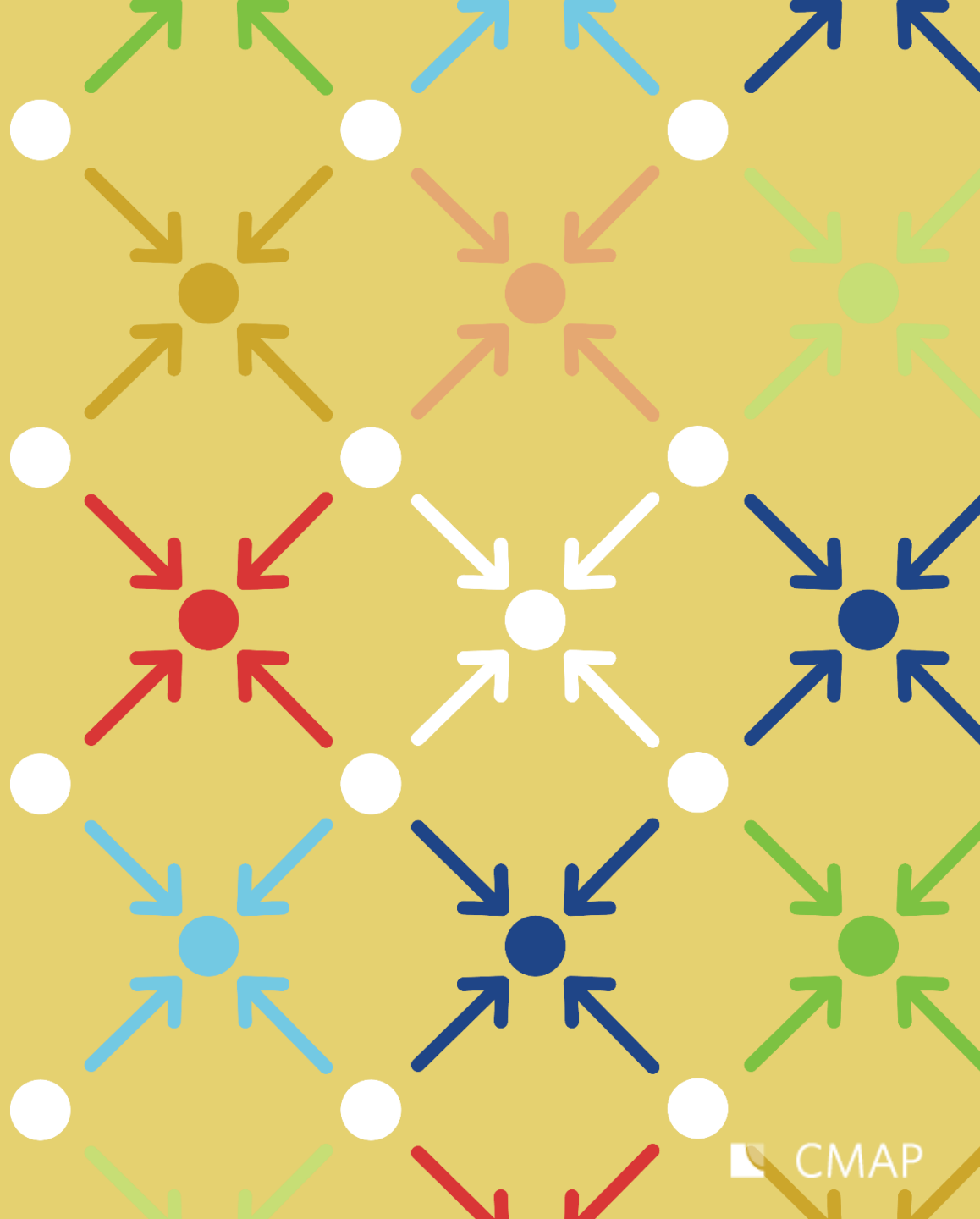
20% minimum funding match (non-federal funds) required

Grant Accountability and Transparency Act (GATA) applies

Scoring matrix

Evaluation criteria	Points	Applies to
Project Readiness	15	All project types
Engineering/Land Acquisition	10	All project types
Financial Commitments	5	All project types
Transportation Impact	50	All project types
Current condition/need	20	All project types
Improvement	20	All project types
Jobs/Housing benefit	10	All project types
Planning Factors	30	All project types
Inclusive Growth	15	All project types
Complete Streets	10	Bike/ped barriers; bridges; hwy/rail crossings; safety; truck routes
Complete Streets	5	Bus speed; road expansion; road reconstruction
Green Infrastructure	5	Bike/ped barriers; hwy/rail crossings; road expansion; road reconstruction; transit stations; truck routes
Freight Movement	5	Bridges; safety; road expansion; road reconstruction
Transit Supportive Density	10	Bus speed; transit stations
Subregional Priority	5	All project types
Total possible points	100	All project types

Truck Route Improvement Projects



Truck route improvements

Purpose: Address inadequate roadway geometry, remove barriers to efficient truck movement, and address pavement condition (structural) in corridors with high truck volumes

Example projects: Roadway or intersection reconstruction, signal modifications, relocation of designated truck routes

Example

**143rd St East Extension from IL 59 to
IL 126 in Plainfield**

Existing condition score

Length-weighted average of pavement condition, mobility, reliability, truck volume

Most critical segment/intersection Safety Road Index (SRI)

Geometric deficiencies:

- Presence of weight-restrict bridge(s)
- Presence of vertical clearance restrictions
- Insufficient outer lane width
- Insufficient turn radii and/or queue storage

Factor	Weight
Condition	10%
Safety	10%
Reliability	20%
Mobility	20%
Truck volume	20%
Geometric deficiencies	20%

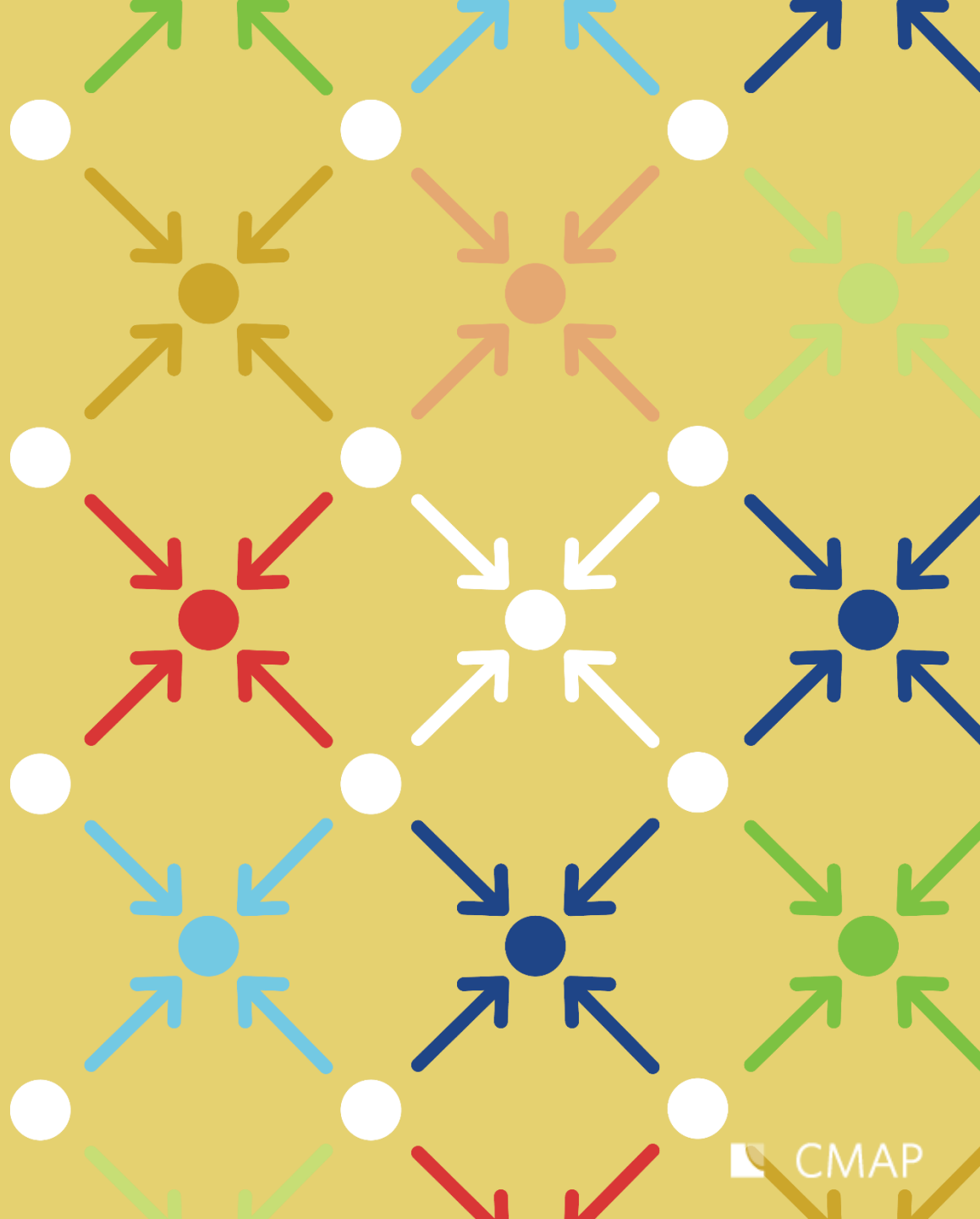
Improvement score

Cost effectiveness of:

- Improvement to mobility
- Removal, avoidance, or reduction of geometric deficiencies
- Inclusion of systematic improvements
- Mitigation of negative impacts of trucks

Improvements can be realized by improving the current truck route corridor or by improving a nearby corridor and designating that improved corridor as a replacement for the current truck route.

Highway-Rail Grade Crossing Improvement Projects



Highway-Rail Grade Crossings

Purpose: Implement improvements at priority grade crossings

Example projects: Grade separations, other crossing improvements

Examples

US 14 in Barrington


Burnham Ave in Burnham

Cottage Grove Ave in Dolton

Existing condition score

Grade Crossing Prioritization Rank (75%)

Priority Crossings (25%)



**NORTHEASTERN ILLINOIS
PRIORITY GRADE CROSSINGS**
Revised, June 2019

Northeastern Illinois has one of the densest railroad systems in North America; approximately one quarter of all freight trains and one half of all intermodal trains in the country pass through the region. Six of the seven Class I railroads operate in the Chicago region, along with three switching railroads, five short-line railroads, and three passenger services. About 78 million rides are taken on the Metra commuter rail system each year. While the rail system is a pillar of the local economy, there are delays and safety challenges at many highway-rail grade crossings.

Local and state agencies have jointly evaluated the region's busiest railroad crossings and have identified priorities for grade separations or crossing improvements. The following qualitative and quantitative factors were considered in this evaluation:

- Traffic and congestion data**
 - Daily truck, passenger car, and transit traffic at the crossing
 - Number of daily freight and passenger trains
 - Daily gate down time (i.e., the amount of time the crossing is blocked by a train)
- Safety reports**
 - Automobile or truck crashes or incidents at the crossing
- Mobility data**
 - Proximity to businesses or residential areas and pedestrian & bicycle traffic
 - Location of nearest crossing that is grade separated
- Feasibility of construction**

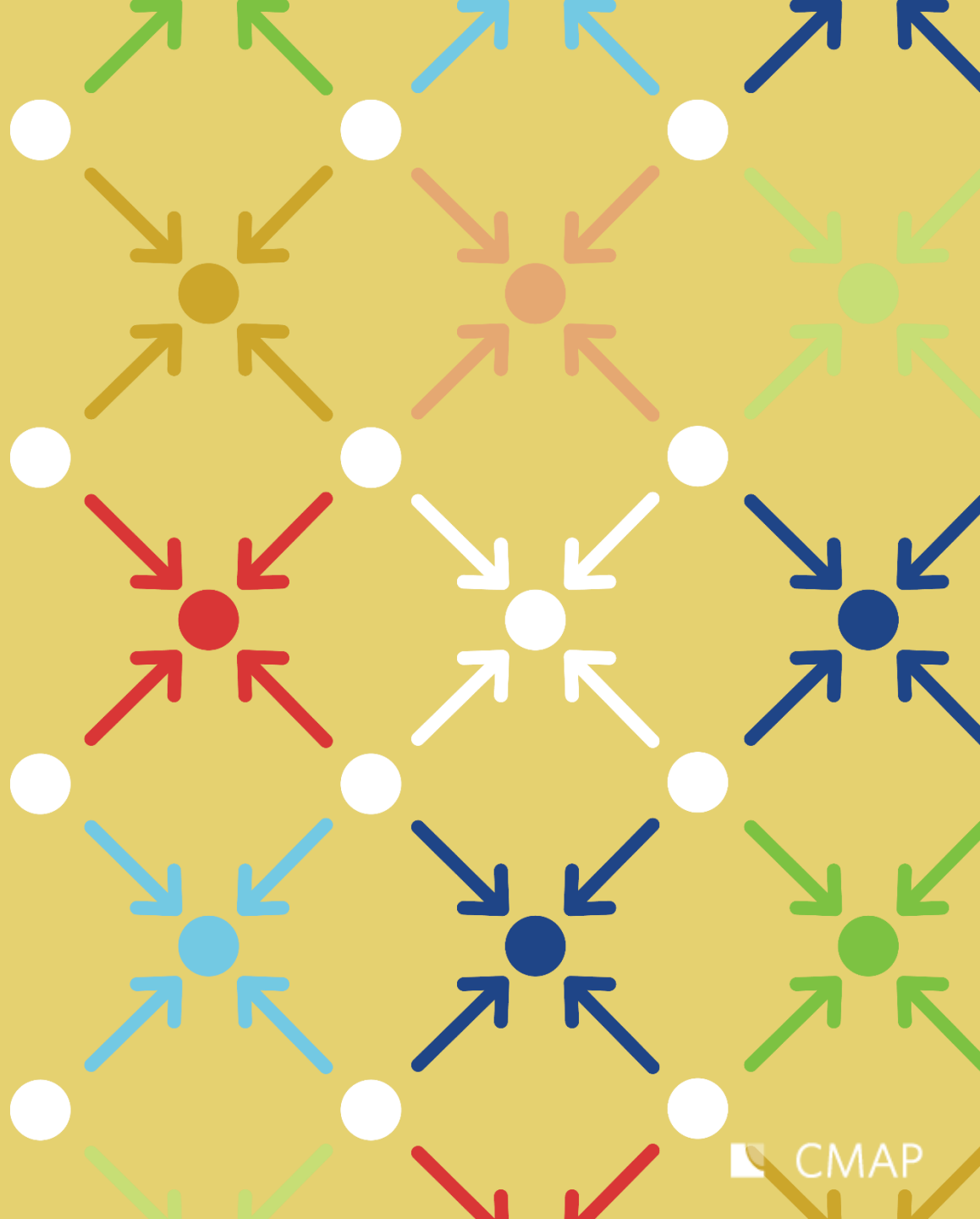
Ultimately, a total of 47 priority crossings locations were selected, including nine groupings of multiple crossings and 16 crossings that are also part of the CREATE Program (www.createprogram.org). For some of these crossings, agencies have already studied potential improvements, engaged local officials and communities, and in some cases also obtained funding—all important steps toward construction. For other locations, studies and engagement have not yet begun. In these cases, over the next several years, the agencies will work together with rail-industry partners and other affected stakeholders to study potential improvements and engage local communities. The priority list will be updated periodically as rail operations change, new information becomes available, and proposed improvements are completed or determined to be infeasible.

Improvement score

(cost-effectiveness of)

Improvement to delay and safety components of the grade crossing prioritization

Freight Planning Factor



Freight in other project types

Pavement improvements, improvements to roadway geometries to accommodate trucks, and other scope elements that support freight are eligible to be funded as part of other eligible project types

Bridge, corridor/small area safety, road expansion, and road reconstruction projects located on a regional freight network and/or located in a jurisdiction with freight-supportive policies or procedures can receive points as part of the **freight** planning factor

CMAAQ



Congestion Mitigation & Air Quality Improvement Program (CMAQ)

Approx. \$115 million annually for projects to reduce transportation-related emissions

Transit, **traffic flow**, bicycle facilities, **direct emissions reduction**

Evaluation criteria vary and include: safety, reliability, connectivity, health benefits, and inclusive growth

Programmed by the CMAQ Project Selection Committee

Basic eligibility

Project must have a demonstrated air quality benefit

Within air quality non-attainment area

Preliminary (phase 1) engineering complete

Basic requirements

Project sponsor must be a unit of government

For-profit and non-profit organizations can submit proposal – required to partner with public sponsor

20% minimum funding match (non-federal funds) required

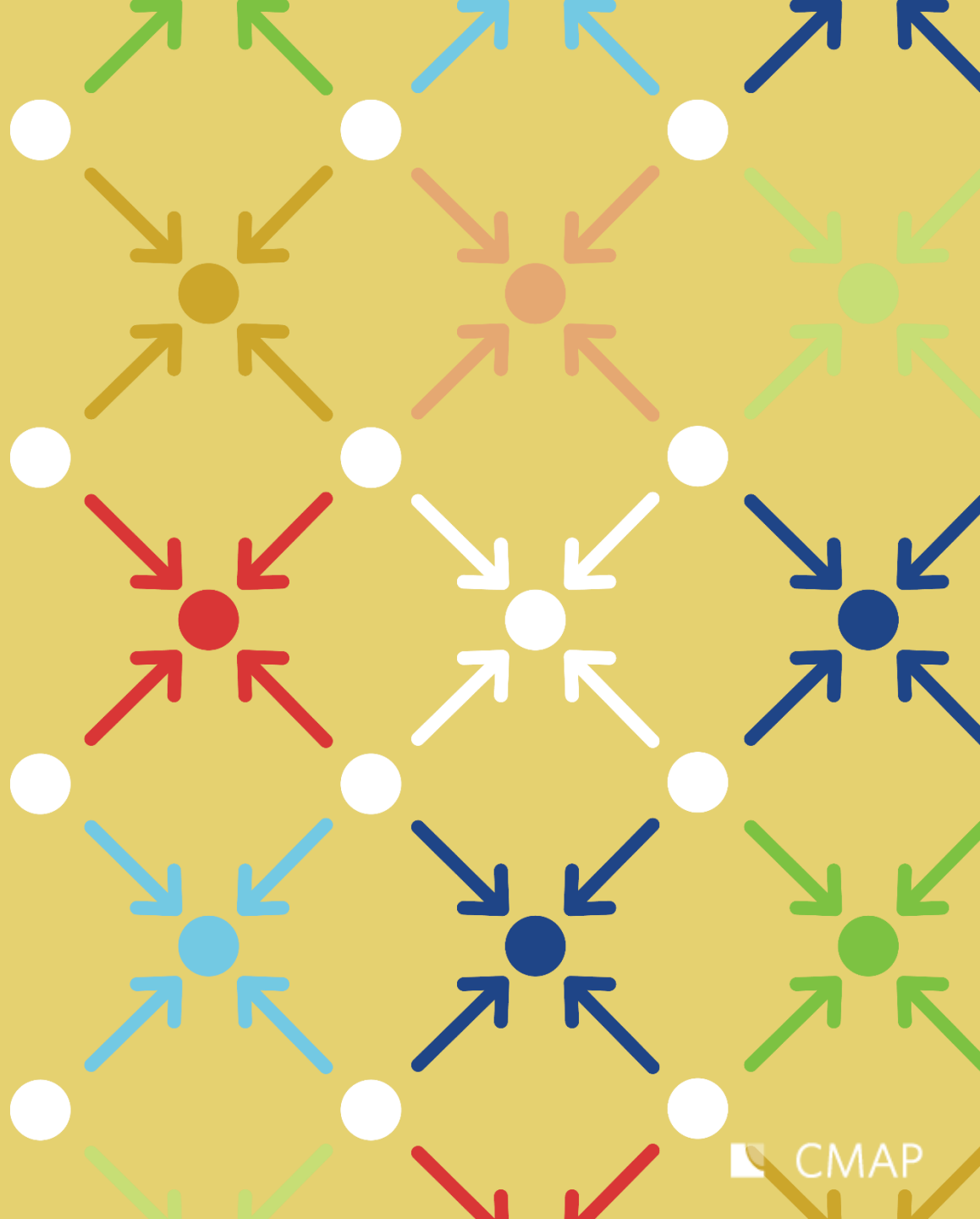
Grant Accountability and Transparency Act (GATA) applies

Scoring matrix

Evaluation criteria	Points	Applies to
Emissions Reduction Cost Benefit	60	All project types
Transportation Impact (TIC)	30	All project types
Inclusive Growth	10	All project types
Total possible points	100	

Transportation Impact Criteria (TIC)	Project Type Criteria	Points
Highway (Traffic Flow Improvements)		
	Reliability	15
	Safety	5
	Corridor/Transit Improvement	10
Direct Emission Reduction		
	Benefits Sensitive Populations	25
	Improves Public Fleets	5
Total possible points		30

Traffic Flow Improvements



Project Types

Bottleneck Eliminations

Intersection Improvements

Signal Interconnects

****CAN NOT ADD SINGLE OCCUPANCY VEHICLE LANES****

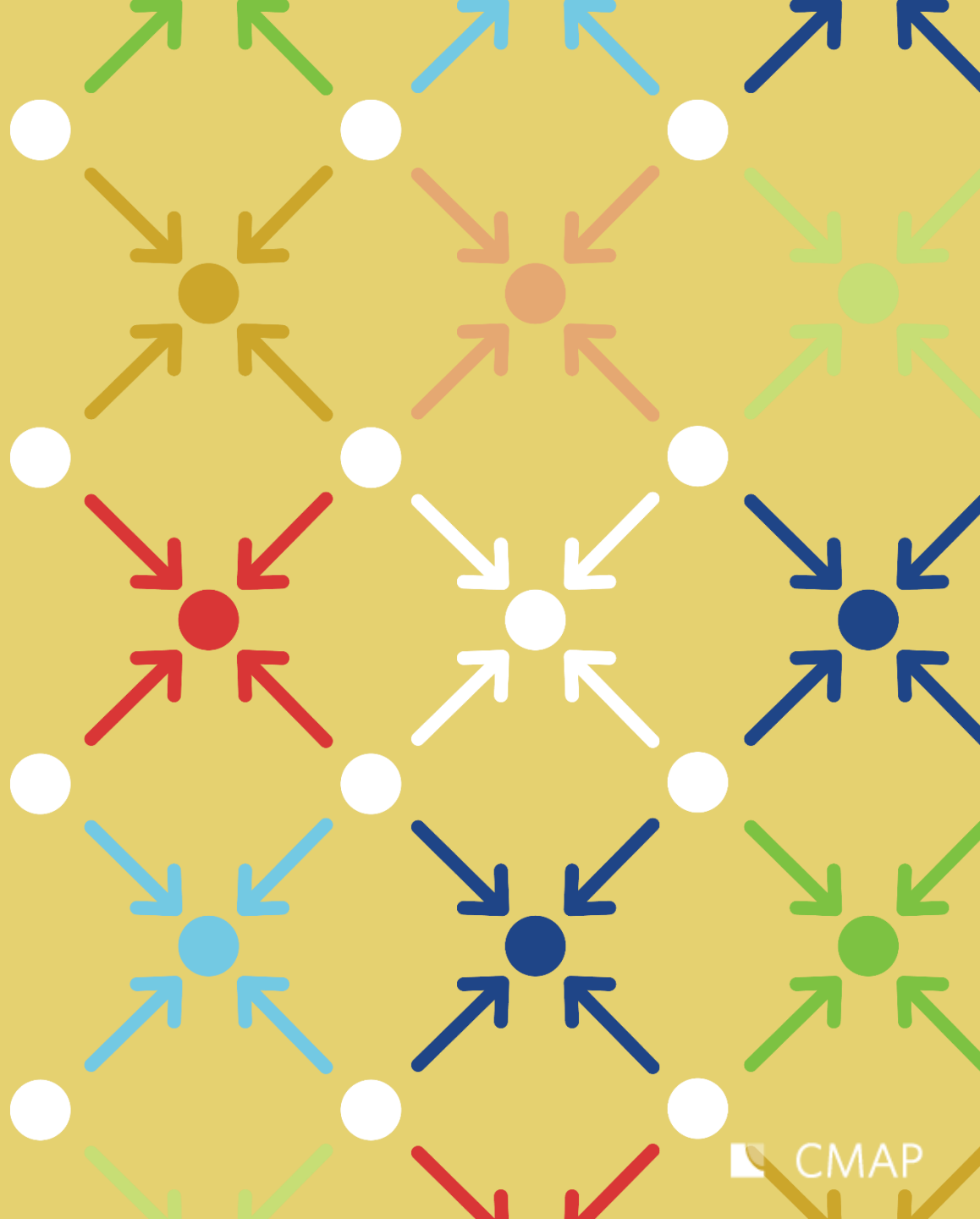


Example – Hwy/Rail Grade Separations



Example – I-294/North Ave Interchange Improvement

Direct Emissions Reduction



Project Types

Idle reduction

Alternative fuels

Retrofitting existing diesel engines with catalysts or filters

Repowering vehicles with cleaner engines

Vehicle replacements with alternative fuel vehicles



Example – Switcher Locomotive Retrofits/Replacements



Example – Drive Clean Truck



Example – Homewood Disposal CNG

Call for Projects



Schedule

Call for projects opens

January 8, 2021

Call for projects closes

March 5, 2021

Draft scores available

June 2021

Draft program available

July 2021

Final program

September 2021

MPO approval

October 2021

Questions?





www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs/call-for-projects

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