



Chicago Metropolitan
Agency for Planning

**CMAP and TAP-L
FFY 2022-2026
Program Application Booklet**

January 8, 2021

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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 Congestion Mitigation and Air Quality Improvement (CMAQ) program and the locally programmed Transportation Alternatives Program (TAP-L). Both programs are funded through the Federal Highway Administration (FHWA).

The CMAQ program is designed to fund several types of surface transportation projects which improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone. The TAP-L program is designed to fund non-motorized transportation projects and in northeastern Illinois those funds are focused on the completion of the Regional Greenways and Trails Plan.

This application booklet provides details on how to apply for funding, eligibility and project evaluation, selection and programming processes.

Throughout this document, instructions that relate the policies and processes to the completion of an application can be found emphasized as shown here.

Deadlines and How to Apply

The call for projects begins on Friday, **January 8, 2021**, and ends at 5:00 p.m. on **Friday, March 5, 2021**. Applications are to be submitted through the [eTIP database](#)¹, which is the region's repository of information for all surface transportation projects funded by federal programs or deemed to be regionally significant. The eTIP has a Call for Projects (CFP) portal which will collect the applications' work type, location, and financial information. The Application Workbook (MS Excel) collects project level information used to evaluate the application. Each application will need to complete the project specific sheets within the Application Workbook and then upload the entire workbook as an Excel document in the eTIP application.

Using eTIP

The [eTIP User Guide](#)² for CMAQ/TAP-L/STP-SF Call for Projects will guide applicants on submitting projects with all the relevant materials posted at <https://cmap.is/2021callforprojects>. Applications are only accepted through eTIP. **Project applications wishing to apply for more than one of the funding programs need to indicate that by selecting the corresponding funding program in the Major Imp Group field in the eTIP database.**

¹ <https://etip.cmap.illinois.gov/secure/login.asp>

² https://www.cmap.illinois.gov/documents/10180/1276653/eTIP+User+Guide_2021CFP.pdf/4419cba6-e7dc-2ccd-c663-65dc55fc90bc?t=1609800230027

Project applications submitted by local sponsor agencies are required to be reviewed by their Council of Mayors' Planning Liaison before the eTIP submission will be accepted. The review process will occur within the eTIP database and the sponsor does not need to send materials directly to the Planning Liaison. To give the Planning Liaisons time to review the applications, all locally sponsored applications should be "saved as final" by close of business on **Friday, February 19, 2021**. The Planning Liaison will review the application and if the application has missing information, they will notify the applicant. The applicant will then be able to amend the application before the final due date. A [list of the Councils and Planning Liaisons](#)³ is available online.

The eTIP database requires users to request login credentials and have those credentials approved by CMAP staff. Although CMAP staff will attempt to review user requests as soon as they are received, it may take up to three business days for CMAP staff to review and approve accounts. Applicants are encouraged to request credentials as soon as the call for projects opens, rather than waiting until they are ready to complete the application. Procedures for requesting credentials are included in the [eTIP User Guide](#)⁴.

Grant Accountability and Transparency Act (GATA) Requirement

All project sponsors of applications receiving federal or state funds through agreements with IDOT will need to participate in the State's [Grant Accountability and Transparency Act \(GATA\)](#)⁵ process. Sponsors of projects that will be implemented through a Federal Transit Administration (FTA) grant will not be required to participate in GATA and do not need to complete the following steps. The purpose of GATA is for grant oversight of the selection and monitoring of grant recipients.

Before submitting an application, sponsors should confirm their agency has completed the [GATA Grantee Registration form](#)⁶, which provides a GATA registration number that must be entered in the eTIP database. In most cases, government agencies have already applied for GATA registration and do not need to complete it again but still need to provide the GATA number their agency received. Once the Grantee registration step is complete, a workflow notification through emails will occur. These e-mail notifications will consist of questionnaires regarding prequalification, fiscal and administrative risk assessment, and indirect costs. All workflow emails will be sent to the original contact person entered during Grantee registration. This process is not administered by CMAP. Please do not contact CMAP for assistance with this process. Visit grants.illinois.gov for more information.

³ <https://www.cmap.illinois.gov/documents/10180/124134/Municipalities+by+Council+-+Nov+2020.pdf/63588624-b76f-7798-5a8d-30a102e0ce0f?t=1605806974362>

⁴ https://www.cmap.illinois.gov/documents/10180/1276653/eTIP+User+Guide_2021CFP.pdf/4419cba6-e7dc-2ccd-c663-65dc55fc90bc?t=1609800230027

⁵ <https://www2.illinois.gov/sites/GATA/About/Pages/GATAVision.aspx>

⁶ <https://grants.illinois.gov/registration/>

It is important to note that additional GATA documents and forms, including the [GATA Uniform Application for State Grant Assistance](#)⁷, may be required of sponsors selected to receive STP funds. IDOT staff, CMAP staff, or your Planning Liaison will be in contact at the appropriate time that those documents and forms need to be completed.

Indicate the primary sponsor's GATA Registration Number and SAM Cage Code in the Project Information section of the eTIP application.

Eligible Applicants and Projects

For the CMAQ program, eligible sponsors include any state agency or unit of government having the authority to levy taxes and those agencies authorized to receive FTA Section 5307 funding. Sponsors include but are not limited to counties, municipalities, townships, park districts, forest preserve districts, and transit agencies. Private for-profit and non-profit organizations are welcome to submit proposals, but they are required to partner with a public sponsor that meets the previously stated conditions.

For the TAP-L program, eligible sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails. The Illinois Department of Transportation (IDOT) is not an eligible sponsor of TAP-L-funded projects but may partner with an eligible project sponsor to carry out a project. The same is true for non-profit agencies.

Projects are eligible for CMAQ if they provide an air quality or congestion reduction benefit without increasing single occupancy vehicle capacity and do not simply maintain an existing facility. Projects considered in CMAP's program are generally one of the following types:

- Transit Improvement Projects
 - Transit Facility Projects
 - Transit Service and Equipment
 - Access to Transit Projects
- Traffic Flow Improvement Projects
 - Bottleneck Eliminations
 - Intersection Improvements
 - Signal Interconnects
- Bicycle Facility Projects
- Direct Emissions Reduction Projects
- Demonstration Projects
- Other – for projects not described above

⁷ <https://www2.illinois.gov/sites/GATA/Documents/Resource%20Library/Uniform%20Application%20for%20State%20Grant%20Assistance.pdf#search=%22uniform%20application%20for%20state%20grant%20>

More details on the eligible CMAQ projects types are in the [Program Description](#)⁸ located on CMAP's [CMAQ webpage](#)⁹.

For TAP-L funding, only bicycle facility projects are eligible. The bicycle facility should serve a transportation purpose and not be solely a recreational facility. Some cost items will not be eligible for TAP-L funding even if the overall project is approved. Examples of cost items that will not be approved include trash bins, picnic tables, campgrounds, and general park facilities. These are cost items that are not required for the operation of a bicycle facility.

Eligible Project Phases and Required Match

Phase I Engineering

Phase I (preliminary) engineering will be the responsibility of the project sponsor to complete without CMAQ or TAP-L funding. With limited exceptions, all other phases -- including phase II engineering, right-of-way acquisition, construction (including construction engineering), and implementation -- are eligible for CMAQ or TAP-L funding.

Sponsors may request CMAQ or TAP-L 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 following completion of the phase I engineering, and such funding is not guaranteed.

To be considered eligible to request phase 1 engineering funding based on hardship, the project sponsor must be identified as a Cohort 4 (very high need) community in the [FY20 Community Cohorts](#)¹⁰ document. The project for which funds are being requested must be entirely within the boundaries of that community, however extensions beyond the boundary will be allowed in order to meet "logical termini" requirements. Sponsors seeking funding for phase 1 engineering should contact CMAP staff to confirm eligibility before doing so.

Remaining Phases

All eligible phases will be programmed at a maximum level of 80 percent federal funding for both CMAQ and TAP-L funding. The following exceptions only apply to the CMAQ program.

1. For transit project proposals where phase I and phase II engineering are not clearly defined, 70 percent of the engineering costs will be eligible for CMAQ funding at an 80 percent federal participation rate. All of the costs of the remaining phases are eligible for up to 80 percent federal participation.

⁸ <http://www.cmap.illinois.gov/documents/10180/37216/CMAQ-Program-Description.pdf/03e5f96e-f6a7-4dc9-80ef-72c27c44c7f2>

⁹ <https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

¹⁰ https://www.cmap.illinois.gov/documents/10180/997259/01+Community_Cohorts_FY20_2020-02-10.pdf/442cdef5-695c-da13-c6dd-acdbd98b05dd; see also Appendix A of this document.

2. For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding.
3. For proposals involving private corporations in which an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine, the funding levels will be addressed on a case-by-case basis up to a maximum 65 percent federal share. For proposals involving private corporations in which only the cost difference between a lower-emitting version of a vehicle/engine and a conventional one is being funded, an 80 percent federal share is acceptable.
4. Projects which qualify for a higher federal participation rate under federal guidelines will be considered on a case-by-case basis.

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 be identified for the CMAQ Project Selection Committee and may be given extra consideration. Local match is a minimum of 20 percent of the total funds being requested; exceptions apply for a few project types. 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.

To ensure that all communities within the region have reasonable access to federal funds without an undue burden caused by lack of resources for required local matching funds, on September 3, 2020, the CMAQ Project Selection Committee approved a [Policy](#)¹¹ for the use of Transportation Development Credits – Highways (TDCHs, also known as “toll credits”) for CMAQ and TAP-L funded projects. Sponsors that are identified as a Cohort 4 (very high need) community in the [FY20 Community Cohorts](#)¹² document may request the use of TDCHs in lieu of local match.

The use of federal funds for local projects is subject to the policies and procedures of IDOT and FHWA or FTA. These procedures may require local agencies to pay 100% of costs up front, with reimbursement occurring when the local agency invoices IDOT or FTA. For more information, see IDOT’s [LPA Project Development and Implementation](#)¹³ web page and the IDOT [Local Roads and Streets Manual](#)¹⁴, Part III – Policies and Procedures for Federal-Aid Projects.

¹¹ <https://www.cmap.illinois.gov/documents/10180/931110/Policy+for+the+use+of+TDCH+for+STP+funded+projects+-+PSC+and+IDOT+approved.pdf/7a997ea1-9379-8583-2431-43b6b736a5a6>

¹² https://www.cmap.illinois.gov/documents/10180/997259/01+Community_Cohorts_FY20_2020-02-10.pdf/442cdef5-695c-da13-c6dd-acdbd98b05dd; see also Appendix A of this document.

¹³ <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/LPA-Project-Development-and-Implementation/index>

¹⁴ <http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Local-Roads-and-Streets/Local%20Roads%20and%20Streets%20Manual.pdf>

Soft match will be considered on a case-by-case basis. Federal requirements may restrict the situations in which soft match can be used, and IDOT policies must be followed. Sponsors must identify on the application form if soft match is requested.

Document local match in the Proposed Funding Information section of the eTIP application.

Screening Criteria

1. For projects requiring phase I engineering, one of the following must occur by March 5, 2021:
 - 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.
2. For transit projects that require engineering, the sponsor must demonstrate that sufficient work has been completed to establish accurate costs and a clear scope.
3. Bicycle facility projects must be featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.
4. Milestone schedules must be realistic and consistent with project phase accomplishment goals described starting on page [21](#).
5. All projects considered for CMAQ funding must have an air quality benefit, as demonstrated by an emissions analysis completed by CMAP staff.

Indicate the status of preliminary engineering in the Project Information section of the eTIP application and attach a copy of your phase 1 Design Approval letter, or a copy of the letter or e-mail that accompanied your PDR submittal. Transit stations projects should provide a link to or attach a copy of work completed that will demonstrate the requirements have been met.

CMAQ Project Selection Process

The primary consideration for CMAQ projects is the cost-effectiveness of their air emissions reductions, measured as either the cost per kilogram of volatile organic compounds (VOC) reduced or the cost per kilogram of fine particulate matter (PM2.5) and Nitrogen Oxide (NOx) reduced. Projects will be ranked by their air quality cost-effectiveness within in their project type category.

Additional criteria will be measured for projects as secondary to the air quality cost-effectiveness and will be taken into consideration when evaluating projects for potential funding. These are referred to as Transportation Impact Criteria and will be scored on a 30-point scale by project type category. The Transportation Impact Criteria and their weights are as follows.

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 10	Reliability (transit service) or Asset Condition (transit facilities) 10	Transit Supportive Land Use 10
Bicycle	Safety & Attractiveness 10	Transit Accessibility 10	Facility Connectivity 10
Direct Emissions Reduction	Benefits Sensitive Population 25	Improves Public Fleets 5	

Projects will also be evaluated for their support of [Inclusive Growth](#) principles 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. Projects can receive a maximum of 10 points.

Scoring for Highway Projects

Travel Time Reliability

Improving travel time reliability is a critical aspect of congestion relief. A project’s ability to address travel time reliability is evaluated with a quantitative and a qualitative component. The quantitative portion is based on the planning time index (95th percentile travel time divided by free flow travel time) and has a maximum of **10 points**. The score is calculated based on the percentile shown in the middle column in the table below. A [PTI map](#)¹⁵ is available and points are assigned for each project as follows:

¹⁵ <https://www.cmap.illinois.gov/documents/10180/965423/PTIMap.pdf/26d22e23-0918-e41f-e983-5019f65892ec>

Maximum Approach PTI*	Percentile	Score
<= 1.40	0 - 50 th	2
1.41 to 1.81	51 st to 75 th	4
1.82 to 2.55	76 th to 90 th	6
2.56 to 3.35	91 st to 95 th	8
3.36 and greater	>95 th	10

* Maximum corridor PTI for signal interconnects and for bottleneck eliminations; maximum intersection leg PTI for intersection improvements.

Select all roadway links on which improvements will occur on the eTIP map.

The qualitative dimension of the score has a maximum of **5 points** and is developed by determining whether 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>Spot improvements:</i>	
Highway-rail grade separation with more than 10K AADT and more than 10K annual minutes of delay lasting > 10 minutes	5
Implementation of effective crash reduction strategy (e.g., access management) as part of highway improvement	3
Highway-rail grade separation in ICC top 20 delay list	3
Highway-rail grade separation with more than 5K AADT and >5K annual minutes of delays lasting > 10 minutes	2
Implementation of an access management strategy	2
Other highway-rail grade separation	1
<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
Incident Response:	
Expansion of response operations capabilities (e.g., minutemen)	5
Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
Incident Recovery:	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed Management Systems	2
On-scene communication, coordination, and cooperation	2
Development and improvement of highway closure detour routes	2

Complete Question 12 on the Road Projects tab of the Application Workbook.

Safety

Safety is a consideration for all highway projects, so if a project addresses a location with significant safety problems, it should be treated as a higher funding priority, other things being equal. Higher crash rates also are associated with nonrecurring congestion. Highway projects will receive a safety need score which 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. A proposal will only receive a score of 1 to 5 points if the project includes potential safety improvements so sponsors should be prepared to answer project safety improvement questions.

The safety need score point assignment is:

SRI	Score
Critical	5
High	3
Medium	2
Low	1
Minimal	0

Complete Questions 13 on the Road Projects tab and Safety tab of the Application Workbook.

Corridor and Transit Improvement

In an effort to encourage corridor and/or transit improvements, points will be awarded to projects that are part of a corridor improvement or have a transit element in the project design/scope. **5 points** will be given to project applications that are corridor level improvements or are part of a corridor improvement. Applicants will need to provide evidence of the corridor improvement either through a corridor study, Transportation Improvement Projects (TIP) that make up the corridor or the corridor project is in the TIP.

Project that include transit improvements as part of the overall project scope would receive **5 points**. This could include but is not limited to transit signal priority, cue jumps, dedicated bus lanes, fixed station/stop improvements, and pedestrian access to transit.

Complete Questions 4-5 on the Road Projects tab of the Application Workbook.

Scoring for Direct Emissions Reduction Projects

Improving the Condition of Public Fleets

Given the funding challenges of public agencies and the condition of public fleets, as a matter of policy a project improving public sector vehicles should be a higher priority than one benefitting the private sector. The score is **5** if the project improves publicly owned fleets and **0** if it does not.

Benefits to Sensitive Populations

Impacts from fine particulate matter emissions may be more pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. The sensitive population score shows diesel particulate concentrations in relation to persons who are over 65, under 5, minority, and low-income by census tract. The [sensitive populations score map¹⁶](https://www.cmap.illinois.gov/documents/10180/965423/DER-SensitivePopScoreMap.pdf/a7a1059d-bbd7-bad6-7ed4-5eb2c289d302), provides an indication of a project's score. Higher index values indicate greater sensitivity. To score a project, the sensitive population index is then multiplied by an estimate of

¹⁶<https://www.cmap.illinois.gov/documents/10180/965423/DER-SensitivePopScoreMap.pdf/a7a1059d-bbd7-bad6-7ed4-5eb2c289d302>

the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. The final project score is assigned 0 to 25 scale.

Complete the Direct Emissions Reductions tab of the Application Workbook.

Scoring for Bicycle Facility Projects for CMAQ

Safety and Attractiveness Rating

The “safety and attractiveness rating” scores the improvement in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of $10 - 2 = 8$. The score has a maximum value of 10.

Narrative description	Score
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	2
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	4
Low-speed, local streets with no bicycle accommodation	6
Unprotected bike lane; local and collector streets with full accommodation	8
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	10

Connectivity

Connectivity measures how much a bicycle project improves the ability to get from place to place by bicycle. The connectivity score is the greater of either (a) the connectivity of bikeways resulting from the project (shown in the first table below), or (b) level of traffic stress (LTS) for the connected roadways at a facility’s termini (shown in the second table below). The score has a maximum value of 10.

The following table shows the assignment of points related to improving bikeway connectivity:

Connectivity of bikeways resulting from the project	Value assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment	0

The following table shows the assignment of points related to connected roadways level of traffic stress (LTS):

LTS of termini connected roadways	Value assigned
Low LTS	10
Medium-Low LTS	6
Medium-High LTS	3
High LTS	0

Transit Availability Index

Measuring transit availability helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The maximum score on this measure is **10** (since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score). Area scores can be viewed on the [transit availability index map¹⁷](#) and for more information see page 56 of the ON TO 2050 Indicators Appendix.

Complete the Bicycle Facility Projects tab of the Application Workbook.

Scoring for Transit Projects

Ridership Increase

Increasing ridership is one of the key indicators in ON TO 2050, and it also helps to indicate the overall benefits of a transit project. With a maximum score of **10 points**, projects are scored on their ability to increase transit ridership, as follows:

Increased ridership	Score
<254	2
255 - 436	4
437 - 1,002	6
1,002 - 1,829	8
>1,830	10

Complete Questions 9-13 on the Transit Projects tab of the Application Workbook.

¹⁷<https://www.cmap.illinois.gov/documents/10180/1276653/Transit+Availability.pdf/b588c3e5-5d64-d2b6-d235-b723817986e3?t=1608678193159>

Travel Time Reliability

The travel time reliability score is composed of a quantitative measure of on-time performance (OTP) on the particular route with a qualitative evaluation of the project's impact on reliability. The travel time reliability criterion only applies to transit service and equipment. It takes a maximum of **10 points**, with 5 points coming from the quantitative measure.

On-time performance	Score
< 60%	5.
60% - 70%	4
70% - 80%	3
80% - 90%	2
>90%	1

Complete Questions 4-8 on the Transit Projects tab of the Application Workbook.

The qualitative element of the score is based on the presence of the reliability-enhancing features in the table below. Projects can receive up to 5 points in this area.

Rail	Score
New Vehicles	1.00
Upgraded Switches	1.00
Upgraded Power Supply	1.00
Positive Train Control	1.00
Station Consolidation	1.00
Track Improvements	2.00
Reduction of Freight/Vehicle/Pedestrian Interference	3.00
Bus	
New Vehicles	1.00
Queue Jump/Bypass Lanes	1.00
Off-board Fare Collection	1.00
Reduced Stops/Express Service	1.20
New Dispatching/Decision Support Systems	1.00
Passenger Vehicle Movement Restrictions	1.00
Transit signal priority	2.40
Multi-Door Boarding with Off-board Fare Collection	2.00
Bus-on-Shoulders	3.20
Managed Lanes	4.00
Dedicated Bus Way	5.00
Far-side Stops	1.00
Bus Stop Upgrades	1.00
Near Level Boarding	1.60

For new service, an upgrade to conventional fixed route service will take a score based on the OTP of the local service on the route plus a qualitative score based on the reliability-enhancing features of the project.

Complete Question 16 or 17 on the Transit Projects tab of the Application Workbook.

Existing Asset Condition

Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. On the project application form, sponsors will need to provide the condition of the asset they are improving from the RTA asset inventory. Condition is rated based on a 1 – 5 scale. This criterion only applies to transit facilities. Entirely new facilities and assets that score ≥ 2.5 on FTA’s five-level condition rating scale will receive a score of 0.

Rating Scale	Narrative Description	Score
≥ 2.5	State of Good Repair	0
2.4	Marginal	0.7
2.3	Marginal	1.3
2.2	Marginal	2.0
2.1	Marginal	2.7
2.0	Marginal	3.4
1.9	Worn	4.0
1.8	Worn	4.7
1.7	Worn	5.4
1.6	Worn	6.0
1.5	Worn	6.7
1.4	Worn	7.4
1.3	Worn	8.0
1.2	Worn	8.7
1.1	Worn	9.4
1.0	Worn	10

Complete Question 18 on the Transit Projects tab of the Application Workbook.

Transit-Supportive Land Use

One of the Regional Priorities is to promote transit investments 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 border="1" data-bbox="488 774 1263 1060"> <thead> <tr> <th>Residential (DU/buildable acre)</th> <th>Non-Residential (Building Height*)</th> <th>Points</th> </tr> </thead> <tbody> <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> </tbody> </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																	
< 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																	
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). 																		

Max Score	Criteria
	<ul style="list-style-type: none"> • 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.). <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p>

Complete Questions 21-24 on the Transit Projects tab of the Application Workbook.

Scoring Other CMAQ Projects

Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an “Other Projects” submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used and the project will only be evaluated on the cost-effectiveness of emissions reduction for a maximum of **90 points**.

Complete the Other Projects tab of the Application Workbook.

Scoring for Inclusive Growth Regional Priority

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 and can be seen on a [map of inclusive growth scoring](#)¹⁸ for both roads and transit facilities:

¹⁸<https://www.cmap.illinois.gov/documents/10180/965423/InclusiveGrowthMap.pdf/395b8a68-798e-e5c3-4519-2ed744c2029e>

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

Select all roadway or links/nodes on which improvements will occur or the appropriate transit station(s) on the eTIP map.

TAP-L Project Selection Process

Bicycle facility projects are eligible to apply for both CMAQ and TAP-L funding. The application in eTIP should select both programs in the Major Imp Group field. If bicycle facility projects meet the screening criteria they will be evaluated on a 100-point scale using the criteria discussed below. When developing the proposed program, timely implementation will be considered as a major factor in project selection. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

The CMAP Bicycle and Pedestrian Task Force will be consulted during the development of the recommended program. Following program approval by the CMAP Transportation Committee, CMAP Board, and MPO Policy Committee, the sponsor will then be notified of a mandatory implementation meeting that will provide sponsors with the information needed to initiate their projects.

Scoring Bicycle Facility Projects for TAP-L

The scoring criteria and their weights are as follows.

Evaluation Criteria	Weights
Completion of Regional Greenways and Trails Plan	30
Market for Facility	25
Safety and Attractiveness Rating	25
Inclusive Growth Regional Priority	10
Project Readiness	10

Complete the Bicycle Facility Projects tab of the Application Workbook.

Completion of Regional Greenways and Trails Plan

ON TO 2050 specifically recommends implementing the Northeastern Illinois Regional Greenways and Trails Plan (RGTP). ON TO 2050 also uses miles of RGTP trails completed as an indicator of plan implementation. Thus, completion of the regional trail network is an important criterion. More information and the 2018 Greenways and Trails Plan Update map is available on the [Greenways and Trails Plan webpage](http://www.cmap.illinois.gov/bike-ped/greenways-and-trails)¹⁹.

Narrative description	Score
Connects two existing trail sections	30
Extends an existing regional trail	25
Builds a new isolated section of planned regional trail	20
Builds a new facility that intersects an existing regional trail	10

¹⁹ <http://www.cmap.illinois.gov/bike-ped/greenways-and-trails>

Market for Facility

Other things being equal, a better facility is one that is likely to receive more use. Population and employment density in the area served by the facility is the criterion used to evaluate anticipated usage. Points are assigned by quintile which are available in a [map of density quintiles](#)²⁰ for the region.

Population and employment density	Score
Top quintile of region	25
Second quintile	20
Third quintile	15
Fourth quintile	10
Lowest quintile	5

Safety and Attractiveness Rating

The design of a bicycle or pedestrian facility influences the likelihood and safety of using it. The “safety and attractiveness rating” awards points for improvements in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of 25 – 5 = 20. The score has a maximum value of 25.

Narrative description	Score
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	5
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	10
Low-speed, local streets with no bicycle accommodation	15
Unprotected bike lane; local and collector streets with full accommodation	20
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	25

Inclusive Growth Regional Priority

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.

²⁰ <https://www.cmap.illinois.gov/documents/10180/1276653/PopEmpDensityMap20210104.pdf/711af1f3-31e0-a2de-751b-cb3b0d5196d7?t=1609993201665>

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 and can be seen on a [map of inclusive growth scoring](#)²¹ for both roads and transit facilities:

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

Select all bike layer and/or roadway links on which improvements will occur on the eTIP map. For projects that cannot be mapped in eTIP, attach a location map.

Project Readiness Bonus

Given the importance of timely project implementation, bonus points will be awarded to projects that have no ROW or easements to obtain (**5 points**) and for which phase II engineering is already complete (**5 points**).

Indicate Phase 2 Engineering and ROW status in the Project Information section of the eTIP application.

²¹ <https://www.cmap.illinois.gov/documents/10180/965423/InclusiveGrowthMap.pdf/395b8a68-798e-e5c3-4519-2ed744c2029e>

Selection Process Timeline

The timeline below represents the general flow of the application and approval process. This schedule is subject to change. If changes occur, those changes will be posted on the [call for projects](#)²² web page.

Schedule	Action
January 8, 2021	Call for projects open
February 19, 2021	Local applications due in eTIP for Planning Liaison review
March 5, 2021	All applications and attachments due
April 1, 2021	Summary of applications available
June	Evaluation results and preliminary scores available for review
July 1, 2021	Staff recommended program presented to Project Selection Committee
July 1 – July 30, 2021	Public comment period open
September 9, 2021	Project Selection Committee review of public comment and considers final program for approval
September 24, 2021	CMAQ Transportation Committee considers TIP changes incorporating approved program
October 13, 2021	MPO Policy Committee and CMAQ Board consider final approval of TIP changes for the program
November 2021	Federal eligibility determination (CMAQ only) and funding notification

Once a project is found eligible by the required federal agencies, sponsors will be notified that they may initiate the project. The sponsor at that time will be also be notified of a mandatory implementation meeting that will provide sponsors with the information needed to initiate their projects.

²² <https://cmap.is/2021callforprojects>

Accomplishment Goals and Milestones

Each phase of an approved CMAQ or TAP-L funded project will be subject to an accomplishment goal. An individual phase will have the year in which it is originally programmed in plus two additional years (3 years total) to meet the accomplishment goal for the phase. For projects administered through FHWA, the accomplishment goals are defined as:

1. Phase I engineering – design approval
2. Phase II engineering – pre-final plans submitted to IDOT
3. Right-of-Way (ROW) acquisition – ROW certified by IDOT
4. Construction – construction has been let for bid
5. Implementation – received federal authorization

For projects administered through FTA, the accomplishment goal is simply FTA grant approval for the phase.

If a phase is not accomplished in the year it is programmed plus two additional years, all remaining funding that is not federal obligated will be removed from the guaranteed program and the project will be considered deferred.

Deferred project phases can be brought back into the program, but only if readiness is demonstrated as defined in the [CMAQ Programming and Management Policies²³](#) and there is unprogrammed funding available. If a project has multiple phases that have been deferred, only one phase at a time may come back into the program and subsequent phases will remain deferred until they are able to demonstrate readiness. More information on deferred projects and project scope and cost changes can be found at www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources.

General Considerations for Federal Funding

Projects carried out using CMAQ and TAP-L funds must comply with applicable provisions in Title 23 of the United States Code dealing with Federal-aid highways, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway. Applicants are urged to familiarize themselves with title 23 requirements.

Federal aid, including CMAQ and TAP-L funding, is generally most efficiently used for substantial facility improvements. The administrative burden of a federal-aid project can be substantial. Thus, a small project is often best accomplished with local funds to avoid this burden.

²³ <http://www.cmap.illinois.gov/cmaq/active-program-management-policies>

Application Checklist

The application process is completed online using CMAP's eTIP database. Please ensure the following steps are completed.

- Creation of project application in eTIP with project work type, location and financial information
- [GATA Registration](#)²⁴ completed (except for projects to be processed through FTA)
- Application Workbook – sections specific to the project type are completed and the entire workbook is uploaded to eTIP
- Detailed cost estimate completed and uploaded to eTIP
- Input Module Worksheets for traffic flow improvement projects only - before and after the improvement completed and uploaded to eTIP
- Copy of pages from formally adopted or approved plan if not available online for bicycle facility projects only uploaded to eTIP

All forms are available at <https://cmap.is/2021callforprojects>. Applications submitted that are missing any of the following **will not be considered for funding**:

- Project financing & funding request in eTIP with all project phases.
- Completed Application Workbook (MS Excel format)
- Detailed Estimate of Costs.
- The Input Module Worksheet (for intersection improvement and bottleneck elimination projects only).

For any other missing information, CMAP staff and/or the applicant's Planning Liaisons will contact the applicant and the applicant will have no less than ten business days from the time of the request to provide the missing information.

Contact Information

If you have a question or need assistance, please review the Frequently Asked Questions (FAQs) on the [call for projects](#)²⁵ web page, contact your [Planning Liaison](#)²⁶, or [Doug Ferguson](#), CMAP's program manager for CMAQ and TAP-L.

²⁴ <https://grants.illinois.gov/registration/>

²⁵ <https://cmap.is/2021callforprojects>

²⁶ <https://www.cmap.illinois.gov/documents/10180/0/Municipalities+by+Council+07-14-20.pdf/71fb1f5c-4dae-9ac0-0a99-4cce0e33f8c5>

Appendix A: FY20 Cohort 4 Communities

These communities were designated as Cohort 4 communities in the [FY20 Community Cohorts](#)²⁷ document and are eligible to request Phase 1 Engineering funding and to request the use of Transportation Development Credits – Highways (TDCHs, also known as “toll credits”), as described in the [Eligibility](#) section of this document.

Municipalities

Bellwood
Berwyn
Blue Island
Braceville
Broadview
Burnham
Calumet City
Calumet Park
Chicago Heights
Cicero
Dixmoor
Dolton
East Hazel Crest
Ford Heights
Glenwood
Godley
Harvard
Hazel Crest
Hebron
Highwood
Holiday Hills
Hometown
Justice
Kaneville
Lisbon
Lynwood
Lyons
Markham
Maywood
McCullom Lake
Millington
North Chicago
Park City
Park Forest

Phoenix
Posen
Richton Park
River Grove
Riverdale
Robbins
Round Lake Heights
Round Lake Park
Sauk Village
South Chicago Heights
Steger
Stickney
Stone Park
Summit
University Park
Waukegan
Zion

Chicago Community Areas

Archer Heights
Armour Square
Auburn Gresham
Austin
Belmont Cragin
Brighton Park
Burnside
Chicago Lawn
East Garfield Park
East Side
Englewood
Fuller Park
Gage Park
Grand Boulevard
Greater Grand Crossing

Hermosa
Humboldt Park
Lower West Side
McKinley Park
Montclare
New City
North Lawndale
Oakland
Riverdale
Roseland
South Chicago
South Deering
South Lawndale
South Shore
Washington Heights
Washington Park
West Elsdon
West Englewood
West Garfield Park
West Lawn
West Pullman
Woodlawn

²⁷ https://www.cmap.illinois.gov/documents/10180/997259/01+Community_Cohorts_FY20_2020-02-10.pdf/442cdef5-695c-da13-c6dd-acdbd98b05dd