



Helping communities prosper through transportation investments

CALL FOR TRANSPORTATION PROJECTS

FFY 2020-2024 Surface Transportation
Program Shared Fund

January 15, 2019

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](#).

Deadlines and How to Apply

The call for projects begins on Tuesday, January 15, 2019, and ends at the close of business on **Friday, March 15, 2019**. Applications are to be submitted through the [eTIP database](#), 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. Additional forms will still be required and those can be uploaded as attached documents to eTIP.

The [eTIP User Guide for CMAQ/TAP/STP Call for Projects](#) will guide applicants on submitting projects with all the relevant materials posted at <https://www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs/call-for-projects>. Applications are only accepted through eTIP.

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, March 1, 2019**. 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](#) 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](#).

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 \(GATA\)](#) 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, two items should be completed by sponsors related to GATA:

1. Sponsors should complete the [GATA Grantee Registration form](#), which will provide a GATA registration number that should be entered in the eTIP database. In some 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 pre-qualification, 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.
2. Sponsors should complete the GATA Uniform Application for State Grant Assistance, for the fund source being requested (available on the [Call for Projects page](#)). The first page of the Uniform Application is unique for each fund source and has already been completed for applicants. Applicants should complete only pages 2 and 3. If multiple fund sources are being requested for a project, a Uniform Application should be completed for each source. The completed form(s) must be attached to the eTIP Application.

It is important to note that additional GATA documents and forms will be required of sponsors selected to receive STP - Shared funds. CMAP staff or your Planning Liaison will be in contact at the appropriate time that those documents and forms need to be completed.

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 this exemption during the January 2019 call for shared fund projects are those included in Cohort 4 per page 12 of 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.

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.

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. Local match may not be a possibility for some high need communities. In an effort to help these communities secure local match, CMAP, with the help of IDOT, established a policy for the use of Transportation Development Credits for Highways (TDCH) which can act as the local match. See the [Policy for the use of TDCH for STP funded projects](#) for the program requirements. A list of municipalities eligible for the January 2019 call for shared fund projects are those included in Cohort 4 starting on page 12 of the [CMAP FY19 Community Cohorts document](#).

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

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	Jobs/housing improvement	benefit	green infrastructure	freight movement	inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements							5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/ reconstructions	10	10	5	20	20	10	-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/ reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				
Total: 100 + Council/CDOT support bonus											

Project Readiness

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

Engineering and Right of Way Acquisition

Projects can receive up to 10 points, 5 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).

Indicate Phase 2 Engineering and ROW status in the Project Information section of the eTIP application and attach a copy of preliminary plans (PDF format only!) or a copy of the letter or e-mail transmitting pre-final plans to IDOT. Transit stations projects should provide a link to or attach a copy of work completed that will demonstrate the requirements have been met.

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 a local or agency plan, and 3 points if a local or agency plan offers more general support for the project type.

Complete Question 2 on the Road Projects tab or Question 3 on the Transit Projects tab of the Application Workbook.

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

Document all funding commitments in the Proposed Funding Information section of the eTIP application.

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.

Complete Questions 21-24 on the Transit Projects tab of the Application Workbook, in consultation with the following service board staff:

CTA: Leah Mooney (LMooney@transitchicago.com)

Metra: David Kralik (DKralik@metrarr.com)

Pace: David Tomzik (David.Tomzik@Pacebus.com)

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.

Complete Questions 11-15 on the Transit Projects tab of the Application Workbook and select all roadway links on which improvements will occur on the eTIP map.

Bridge reconstruction

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

Enter structure number(s) in the location information section of the eTIP application, select the structure(s) on the eTIP map, and complete Question 13 on the Road Projects tab of the Application Workbook.

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 and priority crossing identification](#), converted to a 20 point scale.

Select the crossing(s) on the eTIP map, and complete Questions 11-12 on the Road Projects tab of the Application Workbook.

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.

Select all roadway links on which improvements will occur on the eTIP map. Complete questions 19, and 21-24 on the Road Projects tab of the Application Workbook.

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.

Select all roadway links on which improvements will occur on the eTIP map and complete questions 15-17 on the Road Projects tab of the Application Workbook.

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.

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

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](#).

Complete Question 14 on the Road Projects tab of the Application Workbook.

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 Crash Reduction Factors (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.

Complete the Safety tab of the Application Workbook.

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

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

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.

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

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. Projects can receive a maximum of 10 points, which are awarded as follows and can be seen on a [map of inclusive growth scoring](#) for both roads and transit 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

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

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)

Complete Questions 5-6 on the Road Projects tab or Questions 4-5 on the Transit Projects tab of the Application Workbook.

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](#).

Complete Questions 3-4 on the Road Projects tab of the Application Workbook.

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

Complete Question 17 on the Road Projects tab of the Application Workbook.

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

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

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

Max Score	Criteria																		
	<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="532 342 1305 625"> <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). • 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>																		

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.

Complete Questions 25 - 29 on the Transit Projects tab of the Application Workbook.

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.

Additional Information

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 (2019)	Action
January 15	Call for projects released
January 15	Webinar for Applicants – overview of programs and requirements
January 17	Webinar for Applicants – submittal process in eTIP
March 1	Planning Liaison review deadline
March 15	Applications due by the end of business day
May 21	Deadline for Councils/CDOT to submit bonus point allocation
June 1	Deadline for obtaining design approval or submission of PDR documents
July 18	Project Selection Committee (PSC) considers staff recommended programs
July 18-August 16	Public comment period
September 5	PSC will review public comments and finalize proposed program
October 10	MPO Policy Committee and CMAP Board consider proposed program

Please note that the selection process timeline is subject to change.

Application Checklist

- Creation of project application in eTIP with project work type, location and financial information
- Complete the [GATA Registration](#) for a registration number and submit the GATA Uniform Application for State Grant Assistance by all non-FTA grant projects (uploaded to eTIP)
- Application Workbook -complete the specific worksheet section appropriate to the type of project (uploaded entire workbook to eTIP)
- Detailed cost estimate (uploaded to eTIP)

All forms are available at www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs/call-for-projects. 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 (Excel)

For any other missing information, CMAP staff or the Planning Liaisons will contact the sponsor and the sponsor will have 30 days from contact to provide the missing information.

Contact Information

For questions or assistance, contact your [Planning Liaison](#), or [Kama Dobbs](#) (312.386.8710), CMAP's program manager for the STP Shared Fund.



233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400
info@cmap.illinois.gov

www.cmap.illinois.gov

The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

