



# Chicago Metropolitan Agency for Planning

## STP-Shared Fund Scoring Documentation

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## Introduction

This document describes the methodologies used by CMAP staff to complete the scoring of STP – Shared Fund applications received in the 2019 Call for Projects Cycle. The document is organized by scoring criteria which are presented in the same order as the program application booklet.

All submitted applications were reviewed in all appropriate project categories, regardless of eligibility determination for a preliminary score. Upon completion of the preliminary scoring, projects that did not meet eligibility criteria were removed, along with all lower-scoring instances of each project that was scored in multiple categories. The need and improvement scores, which are calculated relative to all applications within each project type were adjusted based on the final set of highest scoring eligible projects. Both the [preliminary scores](#) and the [adjusted scores](#) are being released to the STP Project Selection Committee (PSC), the Council of Mayors planning liaisons, and the sponsor contact listed in each application for review from June 10 to June 19, 2019. The planning liaisons are responsible for sharing the scores with non-applicant members and interested parties.

Following the receipt of applicant comments, any necessary adjustments will be made. After making all adjustments, the scores will be recalculated for the final time to determine all projects' final ranking, which will be used to develop the staff recommended active and contingency programs as discussed at the April 11, 2019 STP PSC meeting. The staff recommendation will be presented to the STP PSC on July 18, 2019. Following that meeting, a public comment period will be held, and a final program recommendation will be developed for STP PSC consideration on September 5, 2019.

## Project Eligibility: Minimum Cost or Partnership

Project financial data was reviewed to confirm that the minimum total cost of each project exceeded the \$5 million requirement. For projects with total cost less than \$5 million, application attachments were reviewed to confirm that partnership criteria (3 of more partners, including at least one municipality, contributing financially) were met.

One project was determined not to meet these criteria and was eliminated from consideration.

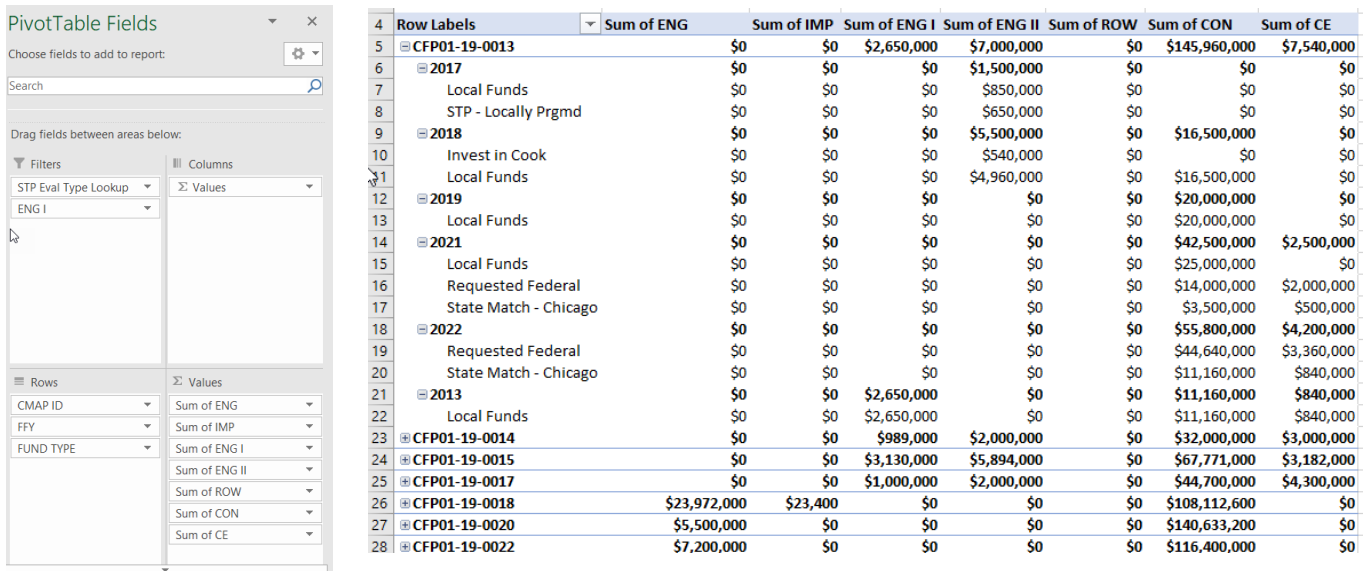
## Project Eligibility: Phase 1 Engineering Complete

Sponsor responses to the "Preliminary Engineering Status" question in eTIP were reviewed as an initial screening. If "Engineering Completed" or "Design Approval Granted" was selected, attached documents were reviewed to confirm the selected status. If no supporting documents were attached and the status could not be validated by reviewing the Schedule Info section of the eTIP application and/or review of related TIP IDs cited by the applicant, IDOT was contacted for verification. For all other responses to the preliminary engineering status question, IDOT field engineers were contacted to confirm the status of Phase 1 Engineering. If design approval was received, the project was deemed eligible for funding consideration. If design approval was not received, IDOT staff was asked to provide their opinion on the validity of the scope of work and cost estimate. If IDOT's opinion was that ENG1 was "substantially complete", the project was deemed eligible for funding consideration.

Five projects were determined not to meet this criteria and were eliminated from consideration.

# Financial Commitment

A pivot table was created from the individual financial line items exported from eTIP to sum the funding by phase for each TIP ID, FFY, and Fund Source:



The image shows a PivotTable Fields task pane on the left and a PivotTable on the right. The task pane has 'STP Eval Type Lookup' and 'ENG I' in the Filters area, and 'CMAP ID', 'FFY', and 'FUND TYPE' in the Rows area. The Columns area is empty. The PivotTable has 'Row Labels' as the filter and 'Sum of ENG', 'Sum of IMP', 'Sum of ENG I', 'Sum of ENG II', 'Sum of ROW', 'Sum of CON', and 'Sum of CE' as the values. The data is grouped by TIP ID (CFP01-19-0013 to CFP01-19-0022) and further grouped by FFY (2017-2022) and Fund Source (Local Funds, STP - Locally Prgmd, Invest in Cook, Requested Federal, State Match - Chicago).

4	Row Labels	Sum of ENG	Sum of IMP	Sum of ENG I	Sum of ENG II	Sum of ROW	Sum of CON	Sum of CE
5	CFP01-19-0013	\$0	\$0	\$2,650,000	\$7,000,000	\$0	\$145,960,000	\$7,540,000
6	2017	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0
7	Local Funds	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0
8	STP - Locally Prgmd	\$0	\$0	\$0	\$650,000	\$0	\$0	\$0
9	2018	\$0	\$0	\$0	\$5,500,000	\$0	\$16,500,000	\$0
10	Invest in Cook	\$0	\$0	\$0	\$540,000	\$0	\$0	\$0
11	Local Funds	\$0	\$0	\$0	\$4,960,000	\$0	\$16,500,000	\$0
12	2019	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$0
13	Local Funds	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$0
14	2021	\$0	\$0	\$0	\$0	\$0	\$42,500,000	\$2,500,000
15	Local Funds	\$0	\$0	\$0	\$0	\$0	\$25,000,000	\$0
16	Requested Federal	\$0	\$0	\$0	\$0	\$0	\$14,000,000	\$2,000,000
17	State Match - Chicago	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$500,000
18	2022	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$4,200,000
19	Requested Federal	\$0	\$0	\$0	\$0	\$0	\$44,640,000	\$3,360,000
20	State Match - Chicago	\$0	\$0	\$0	\$0	\$0	\$11,160,000	\$840,000
21	2013	\$0	\$0	\$2,650,000	\$0	\$0	\$11,160,000	\$840,000
22	Local Funds	\$0	\$0	\$2,650,000	\$0	\$0	\$11,160,000	\$840,000
23	CFP01-19-0014	\$0	\$0	\$989,000	\$2,000,000	\$0	\$32,000,000	\$3,000,000
24	CFP01-19-0015	\$0	\$0	\$3,130,000	\$5,894,000	\$0	\$67,771,000	\$3,182,000
25	CFP01-19-0017	\$0	\$0	\$1,000,000	\$2,000,000	\$0	\$44,700,000	\$4,300,000
26	CFP01-19-0018	\$23,972,000	\$23,400	\$0	\$0	\$0	\$108,112,600	\$0
27	CFP01-19-0020	\$5,500,000	\$0	\$0	\$0	\$0	\$140,633,200	\$0
28	CFP01-19-0022	\$7,200,000	\$0	\$0	\$0	\$0	\$116,400,000	\$0

Slicers for TIP ID and Fund Type were added to derive inputs for the calculator developed to determine points and verify minimum match requirements were met.

The calculator included a row for each phase (ENG1, ENG2, ROW, CON, CE or ENG, IMP, CON) and the total for all phases.

The calculator contained the following fields (columns) and formulas:

Total cost – Entered using the pivot table subtotal for each phase of the project.

Identified ineligible/non-participating – Entered based on information provided by applicants in the eTIP Narrative or application attachments. Except in Cohort 4 communities requesting ENG1 funding only, the cost of ENG1 was always entered in this column because by policy, ENG1 was ineligible for funding.

Requested Fed – Entered after applying the Fund Source slicer to the pivot table to isolate the financial lines containing the “Requested Federal” fund source.

Requested TDCH/TDC – Entered after applying the Fund Source slicer to the pivot table to isolate the financial lines containing the “Trans Credit – Local/State Highway” or “Trans Credit – Transit” fund source.

All Committed - Entered after applying the Fund Source slicer to the pivot table to exclude the financial lines containing the “Requested Federal” fund source.

Committed Other Fed - Entered after applying the Fund Source slicer to the pivot table to isolate the financial lines containing any federal fund source except the “Requested Federal” source.

Eligible Total Cost – Calculated by subtracting [Identified ineligible/non-participating] and [Requested TDCH/TDC] from [Total cost].

Max Fed – Calculated by multiplying [Eligible Total Cost] by 80% (0.8) and rounding to the nearest whole dollar.

Rev Requested Fed – Calculated by subtracting [Requested TDCH/TDC] from [Requested Fed] to remove the “double counting” of these funds.

Min Match - Calculated by dividing [Rev Requested Fed] by 80% (0.8) and multiplying the result 20% (0.2) and rounding to the nearest whole dollar.

Match Ratio Other Fed – Entered based on the minimum non-federal matching funds required for other federal fund sources listed as committed funds. This value was generally 20%, but some fund sources, such as HSIP, which requires only a 10% match, or STP-L provided through councils, had different amounts entered.

Required Match Other Fed – Calculated by multiplying [Match Ratio Other Fed] by [Committed that are Other Fed].

Committed Available to Match Request – Calculated by subtracting [Committed Other Fed] and [Required Match Other Fed] from [All Committed].

Max TDCH/TDC – Calculated by dividing [Rev Requested Fed] by 80% (0.8) and multiplying the result by 20% (0.2).

Check 1: Max Fed – Compared [Rev Requested Fed] to [Max Fed]. If requested = 0, result is “n/a”; If requested = max, result is “ok”; If requested < max, result is “overmatch”; If requested > max, result is “too high”. *Sponsors of projects with a “too high” result for Check 1 were contacted to revise their funding request.*

Check 2: Min Match – Compared [Committed Available to Match Request] to [Min Match]. If committed > minimum, result is “ok”; If committed < minimum, result is “not enough”, unless minimum = [Requested TDCH/TDC], then result is “ok”. *Sponsors of projects with a “not enough” result for Check 2 were contacted to revise their funding request.*

Check 3: Max TDCH/TDC – Compared [Requested TDCH/TDC] to [Max TDCH/TDC]. If requested < maximum, result is “ok”; If requested > maximum, result is “too high”. *Sponsors of projects with a “too high” result for Check 3 were contacted to revise their funding request.*

% eligible requested: Calculated by dividing [Requested Fed] by [Max Fed]. *Not calculated for sponsors of projects that did not meet all 3 checks.*

Commitment points: Calculated by comparing [% eligible requested] to the point scale in the application booklet. If % < 20, 5 pts assigned; If % ≥ 20 and < 40, 4 pts assigned; if % ≥ 40 and < 60, 3 pts assigned; If % ≥ 60 and < 80, 2 pts assigned; If % ≥ 80 and ≤ 100, 1 pt assigned; If % > 100 (due to use of TDCH/TDC), 0 pts assigned. *Commitment points were not calculated for sponsors of projects that did not meet all 3 checks.*

Check Total: The project total cost was compared to the minimum cost (\$5 million) for STP-Shared Fund eligibility. If total > \$5 million, result is “ok”; If total < \$5 million, result is “check sponsors”. *Applications for projects with a “check sponsors” result were reviewed to ensure the eligibility requirements for multiple project partners was met.*

Scores ranged from 0 to 5 points, with 3 applicants requesting less than 20% of eligible costs and 5 applicants requesting 20-40%. Nine applicants requested toll credits, receiving zero financial commitment points. The majority of applicants requested funding for 80-100% of the eligible costs, receiving 1 financial commitment point.

## Engineering/ROW Completion

Engineering/ROW completion was scored in two parts: Phase 2 status and ROW status/need.

For phase 2 engineering, 5 points were given if “yes” was selected in eTIP in response to the “Phase 2 Engineering is Complete?” field and attached documents confirmed this status. If “no” was selected or no supporting documents were attached, the “current implementation status” field response, financial table, schedule info section, and attached documents were reviewed to determine the appropriate points to assign. In

many cases, where applications were for additional funds for an existing TIP project, review of the existing project record provided evidence of status. IDOT D1 BLRS or Division of Highways staff were consulted if staff was unable to verify status.

For ROW, 5 points were given if “no” was selected in eTIP in response to the “Project requires right of way” field. If “yes” was selected, 5 points were given if “yes” was selected in the “If yes, has right of way been acquired?” field.

7 applicants received 2.5 points, and 3 received 5 points. The remaining applicants received zero points.

## Inclusion in Plans

Sponsor responses to the “Inclusion in Plans” questions in the application workbook were screened first for “yes” or “no”. If the sponsor answered “no” to both questions (project identified in plan and project type supported in plan), zero points were given. If the sponsor answered “yes” to either question, the referenced plan was reviewed by staff to confirm inclusion of the project/project type. No points were given for the following programming (not planning) documents: IDOT’s Multi-Year Program and IDOT Local Roads status sheets. No points were given for ON TO 2050, which was specifically noted in the application booklet as not eligible for points.

Thirteen projects received no points, 3 received 3 points, 1 received 7 points, and the majority received all 10 possible points.

## Existing Condition/Need

### Bridge Rehab or Reconstruct projects

The NBI sufficiency rating for all bridges/structures within the project limits were determined by looking up the structure numbers in the NBI 2018 database. The structure within the project limits with the lowest sufficiency rating was deemed the most critical structure, and was used for determining scores in this category and in the bridge projects’ improvement category.

Points were calculated by subtracting the NBI sufficiency rating from 100 (the maximum rating) to determine the “need”, and dividing the result by 5 to convert to a 20 point scale. For projects involving multiple structures, points were calculated based on the least sufficient structure.

Six projects were initially evaluated in this category, however one project involving a structure carrying railroad tracks was not able to be scored because no sufficiency rating data or bridge inspection report was available. A second project carrying only CTA buses also had no sufficiency rating, however the applicant provided a bridge inspection report, from which a sufficiency rating was estimated by staff according to NBI procedures. Preliminary raw scores ranged from 0 to 86, resulting in scaled scores from 0 to 17.

### Bus Speed Improvement projects

Scores were calculated based on two factors: current on-time performance and the difference between bus travel time and auto travel time. On-time performance scores were calculated by averaging the applicant-provided on-time performance for all bus routes affected by the project. Points were assigned by subtracting the on-time percentage from 100 to determine the “need”. Bus travel time and auto travel time came from a review of schedules and travel time estimates from Google maps. The percent difference was calculated and converted to a percentile score. The two scores were scaled to the total possible points (20) and linked to the *master\_sheet*.

Five projects were initially evaluated in this category. Preliminary raw scores ranged from 10.9 to 18.4.

### Corridor or Small Area Safety projects

The SRI value (minimal, low, medium, high, or critical) for each segment and intersection included in each project were determined from a visual inspection of IDOT safety tier maps. Projects were assigned a point value of 0, 5, 10, 15, or 20 based on the segment or intersection with the worst SRI value.

Fourteen projects were initially evaluated in this category. Two projects received 5 points, 5 received 10 points, 4 received 15 points, and 3 received 20 points.

### Highway Rail Grade Crossing projects

The score for each DOT crossing number within the project limits was determined from the map data provided in the application booklet and the crossing within the project limits with the highest need score was used to assign points. Scores were made up of two parts: rank (up to 15 points) and priority locations (5 points). Rank points were determined by multiplying each crossing's percentile rank by the 15 available points. The percentiles were calculated based on the rank of the sum of individual points for trucks, safety, delay, and buses. For projects involving multiple crossings, the highest score was used.

Eight projects were initially evaluated in this category. Preliminary scaled scores for crossing ranking ranged from 0 (for a project with no existing crossing) to 14.7 points. Six of the eight crossings identified as priority locations received an additional 5 points, for preliminary needs scores ranging from 4.3 to 19.7 points.

### Road Reconstruction and Road Expansion projects

Project location segments were matched to 2017 IRIS files (for condition), and 2017 probe data (for mobility and reliability). With the matching complete, the highway needs script was executed to calculate the length weighted average condition, mobility, and reliability values and to scale these values to 100 within each measure. The script results were entered directly into the master scoresheet. The SRI values were developed using the same methodology described above for corridor or small area safety projects, with values scaled to 100 to match the other measures. The weighting called for in the application booklet was applied to each measure to determine the total needs score, which was scaled to the total possible points (20).

22 road reconstruction projects and 23 road expansion projects were initially evaluated in this category. For reconstructions, preliminary raw scores ranged from 4 to 47.5, resulting in preliminary scaled scores from 0.9 to 19.1 points. For expansion projects, preliminary raw scores ranged from 28.2 to 52.1, resulting in preliminary scaled scores from 0.8 to 19.2 points.

### Transit Station projects

Scoring was based on two factors: the cost weighted average of TERM scores and the inadequacy of station capacity, compared to the "ideal" square footage per passenger of 1.33. The cost weighted average of existing TERM scores (provided by applicants) was calculated by dividing the sum of the replacement cost (\$ value) times TERM score for each element by the sum of the replacement cost for all elements. The result for each project was subtracted from the maximum possible TERM score (5) to determine the "need", which was scaled to 20 to assign condition need points. Next, the square feet per passenger was determined by dividing the existing station area provided by applicants by the daily weekday boardings at the station. For stations with a capacity below the ideal capacity, the percentage of the inadequacy of the waiting area was calculated by subtracting the actual sq. ft. per passenger from the ideal, and dividing by the ideal. These percentages were scaled to 20 to assign capacity need points. No capacity need points were assigned for projects not making changes to the passenger area or for projects with sufficient existing capacity. For projects not adding passenger area, the condition need score represents 100% of the overall need score. For projects adding passenger area, 75% of the condition need score was added to 25% of the capacity need score to determine the overall need score.

Thirteen projects were initially evaluated in this category. Preliminary raw cost-weighted condition scores ranged from 1 to 3, while preliminary raw capacity deficiency scores ranged from 0 to 1.33, resulting in preliminary scaled scores ranging from 8.6 to 20 points.

## Truck Route Improvement projects

Scores for condition, mobility, reliability, and safety factors were calculated as described for Road Reconstruction and Road Expansion projects. The length-weighted average of the truck volumes using all project segments were calculated, then scaled to the same 100-point scale as the other factors. Equal weight (20%) was applied to each factor (condition, mobility, reliability, safety, and trucks) to determine the total needs score, which was then scaled to the total possible points (20).

Thirteen projects were initially evaluated in this category. Preliminary raw scores ranged from 18.5 to 56.4, resulting in preliminary scaled scores from 1.4 to 18.6 points.

## Improvement

### Bridge Rehab or Reconstruct projects

Staff reviewed the improvements proposed to determine the maximum improvement type factor (LN) according to IDOT's major bridge program factors. The improvement factor and the functional classification value (FCV) from IDOT's major bridge program were applied to the sufficiency rating. The result was divided by the total project cost in millions to obtain a raw improvement score. The percent rank of each was calculated and multiplied by the total possible points (20). For projects involving multiple structures, the highest improvement score was used.

Preliminary total improvement scores (before applying total cost) ranged from 0 to 86.6. After dividing by the total project cost, preliminary raw scores ranged from 0 to 1.79, resulting in preliminary scaled scores from 0 to 16.7 points.

### Bus Speed Improvement projects

Points were calculated based on two factors: the change in on-time performance and the change in the difference between bus travel time and auto travel time. Change in on-time performance scores were calculated by subtracting the average of applicant-provided on-time performance for all bus routes affected by the project before the project from the average of applicant-provided on-time performance after the project. The percent increase in bus travel time from before the project to after the project was calculated to determine the travel time improvement points. The raw improvement score was calculated by adding the two scores together and dividing by the total cost of the project. The percent rank of each raw score was calculated and multiplied by the total possible points (20).

Preliminary total improvement scores (before applying total cost) ranged from 9.9 to 25.3. After dividing by the total project cost, preliminary raw scores ranged from 0 to 2.3, resulting in preliminary scaled scores from 3.3 to 16.7 points.

### Corridor or Small Area Safety projects

Staff reviewed the safety improvements included in each project, as indicated by applicants, and determined the highest CRF value that could address the crash types occurring within the project limits. The CRF was multiplied by the number of crashes (K&A) occurring within the project limits within the last five years for which data was available, either from the applicant or from IDOT, to determine the potential crash reduction. The project's total cost was then divided by the potential crash reduction to determine the cost per reduced crash, which was scaled to 20 points based on the percent rank of each project.

Crash reduction factors ranged from 0.1 to 0.8, and the number of crashes reduced ranged from 0 to 104.9. The cost per crash reduced ranged from \$92,000 to \$3.9 million, resulting in preliminary scaled scores from 0 to 18.6 points.

### Highway Rail Grade Crossing projects

For full grade separations, delay and safety conflicts will be completely eliminated, so the sum of each crossing's safety and delay scores was divided by the total project cost (in millions) to determine the improvement score. For projects improving but not separating crossings, incremental changes to the delay and/or safety scores were applied prior to summing and dividing by total project cost; if the project involved improvement to train movements, 0.5 x delay score was used; if the project involved improvement to the crossing (gates, signals, etc.), 0.5 x safety score was used. The percent rank was calculated, and multiplied by the total possible points (20) in the category. For projects involving multiple crossings, the highest score was used for determining the percent rank.

Excluding one project, a new grade-separated crossing where no crossing existed before, which scored zero improvement points, preliminary total improvement scores (before applying total cost) ranged from 0.5 to 38. After dividing by the total project cost, preliminary raw scores ranged from 0 to 0.6, resulting in preliminary scaled scores from 0 to 17.8 points.

### Road Reconstruction and Road Expansion projects

Scores were determined based on an improvement score (up to 10 points) and a score for including certain scope elements in the project. The improvement score was calculated from the improvement in mobility (for expansion projects) or condition (for reconstruction projects) by subtracting the raw scores calculated by the highway needs script described in the Existing Conditions/Needs section above, from 100. The improvement scores were divided by the total project cost in millions to obtain a raw improvement score. The percent rank of each was calculated and multiplied by the total possible points (10). The elements score was determined by adding up the point values assigned to each element included in the project (as indicated by applicants in the application workbook) as documented in the application booklet. The two scores were added together for a final score.

For reconstructions, preliminary total improvement scores (before applying total cost) ranged from 33.8 to 100. After dividing by the total project cost, preliminary raw scores ranged from 1.2 to 29.6, resulting in preliminary scaled scores from 0.4 to 9.6 points. Adding points for the inclusion of certain congestion reduction elements listed in the application booklet, preliminary scores ranged from 0.4 to 19.6 points.

For expansion projects, preliminary total improvement scores (before applying total cost) ranged from 16 to 57.6. After dividing by the total project cost, preliminary raw scores ranged from 0.2 to 5.5, resulting in preliminary scaled scores from 0.4 to 9.6 points. Adding points for the inclusion of certain congestion reduction elements listed in the application booklet, preliminary scores ranged from 0.4 to 16.5 points.

### Transit Station projects

Scoring was based on two factors: the improvement in TERM scores and the improvement to station capacity. The cost weighted average of TERM scores after the project (provided by applicants) was calculated by dividing the sum of the replacement cost (\$ value) times the TERM score for each element by the sum of the replacement cost for all elements. The "before" weighted TERM score was subtracted from the "after" score to determine the raw improvement, which was scaled to 20 to assign condition improvement points. The capacity deficiency after the project was calculated by dividing the proposed station area provided by applicants by the daily weekday boardings at the station and subtracting the result from the ideal passenger capacity (1.33 sq ft/passenger). The raw improvement was calculated by subtracting the capacity deficiency after the project from the capacity deficiency before the project, and scaling the results to 20 to assign capacity improvement points. No capacity improvement points were assigned for projects not making changes to the passenger area or for projects with sufficient existing capacity. For projects not adding passenger area, the condition improvement score was divided by the total project cost to determine the raw improvement score. For projects adding passenger area, 75% of the condition improvement score was added to 25% of the capacity



improvement score and the sum was divided by the total project cost to determine the raw improvement score. The percent rank of each raw score was calculated and multiplied by the total possible points (20).

Preliminary condition improvement scores (before applying total cost) ranged from 4.4 to 5 and preliminary capacity improvement scores ranged from 0.3 to 1.3. After combining the scores and dividing by the total project cost, preliminary raw scores ranged from 0.1 to 1.3, resulting in preliminary scaled scores from 1.8 to 18.2 points.

### Truck Route Improvement projects

Scores were determined based on an improvement score (up to 10 points) and a score for including certain scope elements in the project (up to 10 points). Improvement scores were calculated by subtracting the raw mobility score calculated by the highway needs script described in the Existing Conditions/Needs section above, from 100. The improvement scores were divided by the total project cost in millions to obtain a raw improvement score. The percent rank of each was calculated and multiplied by the total possible points (10). The elements score was determined by adding up the point values assigned to each element included in the project (as indicated by applicants in the application workbook) as documented in the application booklet. The two scores were added together for a final score.

Preliminary total improvement scores (before applying total cost) ranged from 23.4 to 65.4. After dividing by the total project cost, preliminary raw scores ranged from 0.6 to 17.1, resulting in preliminary scaled scores from 0.7 to 9.3 points. Adding points for the inclusion of certain congestion reduction elements listed in the application booklet, preliminary scores ranged from 2.1 to 17.9 points.

### Jobs and Households

Staff began the analysis by matching the segments and points selected in eTIP for each project with the travel demand model links. A matrix of trips on the model links from and to each traffic analysis zone was produced. For each project, the number of trips using the project links and the percentage of all trips using the project links were calculated to/from each zone. A travelshed was defined from the zones serving as the top 85% of origins and destinations for those trips using the project links. The number of households and jobs within each zone of the travelshed were summed to determine the total jobs and households served by the project, which were entered in the *jobs\_and\_hhs* tab of the master scoresheet. The totals were then converted to a 10 point scale based on their percent rank among all projects. A shapefile containing the zones for each project travelshed was also created as part of the analysis script.

The raw number of jobs plus households served by projects ranges from 100,000 to 3.2 million, resulting in scores ranging from 0.1 to 9.9 points.

### Planning Factors

#### Green Infrastructure

Sponsor responses to the "Green Infrastructure" questions in the application workbook were screened first for "yes" or "no". If the sponsor answered "no" to both questions, zero points were given. If the sponsor answered "yes" to either question, the referenced attachments were reviewed by staff to confirm the cited ordinance/policy was eligible and the project description and detailed cost estimate were reviewed to confirm inclusion of the listed elements.

#### Complete Streets

Sponsor responses to the "Complete Streets" questions in the application workbook were screened first for "yes" or "no". If the sponsor answered "no" to both questions, zero points were given. If the sponsor answered "yes" to either question, the referenced attachments were reviewed by staff to confirm the cited

ordinance/policy was eligible and the project description and detailed cost estimate were reviewed to confirm inclusion of the listed elements.

Grade crossings, bridges, safety, and truck route improvements were evaluated on a scale of 0, 5, or 10 points. Road expansions, road reconstructions, bus speed improvements and transit station improvements were evaluated on a scale of 0, 2.5, or 5 points.

### Freight Movement

Staff reviewed the percent trucks data provided by sponsors in the application workbook and assigned points based on the scale contained in the application booklet. For projects with multiple segments with differing truck percentages, the segment with highest percentage was used. For projects with no data provided, staff reviewed the *Getting Around Illinois* website for adjacent segments with similar characteristics that had truck counts available. If no counts were found, a score of zero was given.

### Transit Supportive Land Use

Staff reviewed the zoning information provided in the application workbook and assigned points in three parts. "Land Use" points were assigned for residential density and building height according to the scale contained in the application booklet, and the points in the two categories were averaged to determine the score for this part. "Parking" points were assigned by giving one point for each innovative parking element listed in the application booklet, up to a maximum of 2.5 points. "Mixed Use" points were assigned by giving one point for each zoning element listed in the application booklet, up to a maximum of 3 points. The scores in each part were added together to determine the total points.

### Inclusive Growth

Staff located project segments (roadway and/or transit) on the Inclusive Growth map and assigned points according to the scale contained in the application booklet. For projects with multiple segments, the segment with the highest percentage was used.

### Council Bonus Points

Bonus points assigned by councils and CDOT were received vial email and entered directly into the master scoresheet.

27 projects received bonus points, ranging from a minimum value of 5 points to a maximum value of 25 points. 10 projects received fewer than 10 points, 7 projects received 10 points, 8 projects received 15 points, and 2 projects received 25 points. The majority of councils assigned points to two projects (15 points and 10 points), two councils assigned points to 3 projects (15, 5, and 5 points and 9, 8, and 8 points), and one council assigned 5 points each to 5 projects.