



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, June 12, 2014

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3867454

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** 2:00 p.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – May 15, 2014**
ACTION REQUESTED: Approval
- 4.0 Draft CMAQ Program Policies Update and FY16-20 Programming Schedule**
The CMAQ Programming and Management Policies were last approved in 2012. Staff is recommending several enhancements to the policies in light of further experience with the program and, as recommended by the Project Selection Committee, to clarify how the proposed project ranking methodology would be used. The attached document contains proposed changes to the CMAQ Programming and Management Policies for the Project Selection Committee's consideration. A draft programming schedule for the next CMAQ cycle is also available.
ACTION REQUESTED: Discussion
- 5.0 CMAQ Program Process Evaluation and Transformation**
At its May meeting, the Project Selection Committee reviewed a summary of the results of rescoring the applications received in the FY14-18 CMAQ cycle according to the proposed project ranking system. The attached memo provides more detail on the procedures used in this proposed ranking system. A link to individual project scores is also available.
ACTION REQUESTED: Discussion
- 6.0 Other Business**

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

8.0 Next Meeting

The committee's next meeting is scheduled for July 17, 2014 at 2:00 p.m.

9.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronsky, Chair

____ Mark Pitstick

____ Jeffery Schielke

____ Chris Schmidt

____ Mike Rogers

____ Chris Snyder

____ Luann Hamilton



DRAFT MINUTES

CMAQ Project Selection Committee

Thursday, May 15, 2014 2:00 p.m.
CMAP Offices

Committee Members Present: Ross Patronsky, Chair (CMAP), Luann Hamilton (CDOT), Mark Pitstick (RTA), William Rodeghier (Council of Mayors), Mike Rogers, (IEPA – via phone), Chris Schmidt (IDOT), Chris Snyder (Counties),

Staff Present: Patricia Berry, Kama Dobbs, Jesse Elam, Doug Ferguson,

Others Present: Bruce Christensen, John Donovan, Tony Greep, Terry Heffron, Valbona Kokoshi, Keith Privett, Tom Rickert, Kyle Smith, Chris Staron, Brian Stepp, David Tomzik, Tom Vander Woude, Mike Walczak, Tom Weaver

1.0 Call to Order

Committee Chairman Patronsky called the meeting to order at 2:07 p.m.

2.0 Agenda Changes and Announcements

None

3.0 Approval of Minutes - April 3, 2014

Mr. Rickert requested revision of his statement on page 6 of the minutes regarding a staff recommended program. On a motion by Mr. Rodeghier and a second by Mr. Snyder, the minutes of the April 3, 2014 meeting were approved as revised.

4.0 Program Monitoring

4.1 Programming Project Status Sheets

Ms. Dobbs stated that updated status reports were included in the agenda packet.

4.2 Obligation Goal

Ms. Dobbs stated that an updated Program Summary and Obligation Goals report was included in the agenda packet. A copy of the CMAQ Obligation Report brochure was distributed and Ms. Dobbs noted that the Council of Mayors Executive Committee would be receiving a report on CMAQ obligations at their meeting on May 20.

4.3 May Status Updates

Ms. Dobbs reported that status updates were received for 347 line items. She thanked the planning liaisons and all involved for their timely, complete and realistic responses. 80 of the updates included changes to the programmed year. Of those, 29 line items are subject to deferral. She reported that staff determined that all of the reprogramming requests as a result of the updates could be accommodated and that staff will work with project sponsors to reprogram these line items in the TIP. Staff anticipates the need for some flexibility in TIP programming to meet fiscal constraint requirements. She noted that updated Program Status reports were distributed showing the changes based on the update responses. The results of the reprogramming indicate that the FFY 2014 obligation goal can still be met.

5.0 Project Changes

5.1 IDOT – IL 68/Dundee Rd at North Wilke Rd (TIP ID 03-12-0007) IDOT – IL 68/Dundee Rd at Kennicott Ave (TIP ID 03-12-0008)

Ms. Dobbs summarized the sponsor request. In response to question from Mr. Snyder, Mr. Heffron explained that there have been several cost increase requests from IDOT due in part to basing estimates during the application process on bid prices at that time which turned out to be unusually low. He noted that as plans for the projects are being finalized, the cost estimates are updated based on current bid price trends. On a motion by Mr. Snyder, seconded by Ms. Hamilton, the sponsor request to combine 03-12-0007 with 03-12-0008 along with the requested cost increase of \$720,000 federal CMAQ (\$900,000 total) for the Construction phase, for a total project cost of \$1,440,000 federal CMAQ (\$1,912,500 total) for IDOT – IL 68/Dundee Rd at Kennicott Ave (TIP ID 03-12-0008) was approved.

5.2 IDOT – IL 47/72/Higgins Rd at US 20 (TIP ID 09-12-0003)

Ms. Dobbs reported that items 5.2 and 5.3 are related and summarized the requests. In response to a question from Mr. Snyder, Mr. Heffron explained that the two projects have separate plan sets and will be constructed under separate contracts on the same letting. He added that the locations are adjacent, but are physically separated by a railroad underpass. On a motion by Mr. Snyder, seconded by Ms. Hamilton, the sponsor request to transfer \$160,000 federal CMAQ (\$200,000 total) for ROW from 09-12-0003 to 09-12-0007, a cost increase of \$1,120,000 federal CMAQ (\$1,400,000 total) for Construction for a project total of \$3,760,000 federal CMAQ (\$4,962,500 total) for IDOT – IL 47/72/Higgins Rd at US 20 (TIP ID 09-12-0003), and a cost increase of \$1,440,000 federal CMAQ (1,800,000 total) for Construction for a project total of \$3,360,000 federal CMAQ (\$4,387,500 total) for IDOT – IL 47/72/Higgins Rd at US 20 (TIP ID 09-12-0007) was approved.

5.3 IDOT – IL 47/72 at US 20 (TIP ID 09-12-0007)

This request was approved jointly with item 5.2.

5.4 IDOT – Barrington Rd at Bode Rd (TIP ID 03-12-0006)

Ms. Dobbs summarized the sponsor request. On a motion by Mr. Pitstick, seconded by Mr. Snyder, the sponsor request for a cost increase of \$80,000 federal CMAQ (\$100,000 total) for the Construction phase for a total project cost of \$464,000 federal CMAQ (\$640,000 total) for IDOT – Barrington Rd at Bode Rd (TIP ID 03-12-0006) was approved.

5.5 Pace – I-90 Corridor Enhanced Markets (TIP ID 17-12-0001)

Ms. Dobbs summarized the sponsor request. Mr. Tomzik added that the project has evolved due to cooperation between local communities, Pace and the Tollway. He explained that through the design process for the Barrington Road interchange, the proposed Park and Ride lot can be located within Tollway right of way, allowing buses to not have to exit the tollway, saving approximately 5-6 minutes per trip. He stated the lot will also be connected to the local bicycle and pedestrian network, allowing direct access to residential, commercial and office locations surrounding the interchange. In response to a question from Mr. Pitstick, Mr. Tomzik stated that Pace intends to group all of the remaining phases of the project into one FTA grant in FFY 2015 and that beyond the transfer of funds being requested, the remaining programmed amounts per phase are still appropriate. On a motion by Mr. Pitstick, seconded by Mayor Rodeghier, the sponsor request to transfer \$1,000,000 federal CMAQ (\$1,250,000 total) from Phase 1 Engineering to Construction for a total project cost of \$38,360,000 federal CMAQ (\$47,950,000 total) and to reprogram the Phase 2 Engineering, Construction and Implementation phases from FFY 2014 to FFY 2015 was approved.

5.6 Administrative Modifications

Ms. Dobbs reported that staff completed three administrative modifications, including a request to combine two projects, a voluntary deferral and a project withdrawal, as described in the CMAQ Project Change Requests memo.

6.0 CMAQ Program Process Evaluation and Transformation

Mr. Elam reviewed the status of the process evaluation and explained the timeline laid out by the CMAP Board and MPO Policy Committee. There has been an evolution in the selection process over the last few years with the formation of the focus groups and that the process being proposed continues this evolution, using the Committee for project selection but not ranking, and formalizing the focus groups' recommendations with rankings. In response to the Committee's requests, staff evaluated the 2014 applications using the proposed scoring system and reviewed the results, which were similar to the program as adopted, with the biggest funding gain in the transit category due to the addition of the Brown Line track modernization project, which scored high on the asset condition criterion. Mr. Elam noted that the VOC reduction resulting from the entire program of projects developed with the new criteria was similar to the adopted program. While there are many similarities between the two programs, they do not necessarily consist of the same projects. He also pointed out that while there was a 20% reduction in funding to the direct emissions category, the federal requirement for spending 25% of

funds on PM_{2.5} reduction would still be met. Mr. Elam reviewed technical changes to the methodology, criteria and weighting made since the last Committee meeting. He noted that a summary of interviews conducted with members was also provided as requested by the Committee. Staff is addressing the concerns of committee members, though not all had the same concerns. Other CMAP working committees may also weigh in.

In response to a question from Mr. Rickert, Mr. Elam clarified that the re-scoring was based on applying VOC reduction scoring to all projects and applying transportation impact criteria scores to appropriate project types. Mr. Rickert asked if staff had considered retaining comparison within categories and noted that the Committee members have an understanding of what the needs are for each type of project and use that understanding and professional judgment, not just numbers to select projects. Mr. Elam stated that the numbers are not envisioned to be the sole selection criterion; the Committee would still make recommendations using their expertise. Mr. Rickert stated that the concept that the Committee has the discretion to select projects based on other factors should be clearly written in the final policy. Mr. Privett added that while it was teased out a little in the memo, specific examples of factors such as project readiness, geographic equity, modal balance, etc. should be provided in application materials. Mr. Elam said it would be one thing to start at the top of the list and then skip a project here and there based on professional judgements, but it would be something else if a members wants to go to the 30th ranked project to the 80th. Mr. Rickert concurred with Mr. Privett that other factors need to be addressed in the written policies.

Mr. Snyder stated that in past process reviews that he has participated in, there was a stated problem, the review and then recommendations. He stated that the problem that led to recommending a points system is unclear. He added that the focus groups need data up front to use to make their recommendations and that they should also use professional judgment within their mode to make recommendations to the Committee. Mr. Snyder said that with only numbers, professional judgment cannot be applied and the program loses cohesion. Mr. Elam stated that staff agrees and that the staff rankings will be provided to the focus groups and recommendations will go from there. Mr. Patronsky noted that in past cycles, the focus groups did not get the emissions benefit information; their task was to assess how the projects implement GO TO 2040 and the intent was that the focus groups looked only at transportation benefits. Staff is not intending to select projects based on numbers alone. Mr. Snyder said the staff function in the CMAQ program and the selection committee function in the CMAQ program should be addressed. Mr. Donovan requested clarification of the flow of information from staff to the focus groups to the Project Selection Committee and stated that the role of the focus groups needs to go beyond accepting or rejecting the staff rankings. Mr. Elam stated that the focus groups are the experts and will be asked to review the technical rankings as a quality control and to consider any other information that is available. Mr. Greep suggested that staff provide an illustration of the workflow envisioned. Mr. Schmidt agreed that an illustration would be very useful.

In response to a question from Mr. Tomzik regarding how transit asset condition applies to new facilities, Mr. Elam stated that if the region gives more weight to modernizing the

existing system, that is a trade off, and new facilities would likely need to demonstrate large benefits in order to rank high. Mr. Smith added that CMAQ is one of the few sources of funding available for train station improvements which aid in Transit Oriented Development in the region.

Mr. Rogers thanked staff for incorporating some of the suggestions and expressed significant concern regarding the reduction of funding for direct emissions reduction projects and asked if staff could provide the individual project ranking spreadsheet. Mr. Elam confirmed that staff could provide the spreadsheet online. In response to a question from Mr. Donovan, Mr. Ferguson stated that, similar to the increase for transit projects being from one project, the reduction in direct emissions projects was due to the cost effectiveness of the CTA vehicles project. In response to a question from Mr. Privett, Mr. Elam noted that there was no change to the type of projects that would reduce PM_{2.5} emissions and that the approved program contained more than the minimum of 25% required. Mr. Rickert agreed that it would be good to see the actual spreadsheet. He said members would like to see how a project receives a one, a two or a three and noted that there is substantial concern over comparing across categories..

In response to a question from Mr. Weaver, Mr. Elam noted that the program developed using the proposed method was not entirely based on the rankings, but also applied factors such as readiness that would be expected to be used, based on the knowledge staff had about the projects at the time of the applications. In response to a question from Mr. Patronsky, Mr. Elam clarified that the totals summarized in the memo were based on ranking all projects types together, not within their individual categories. In response to a question from Mr. Donovan, Mr. Elam stated that there has been no meaningful impact from the priority development measure since it has not been fully fleshed out, and that staff is not proposing including this measure as part of the upcoming program development cycle. In response to a request from Mr. Snyder to add definitions to table 2, Mr. Elam noted that these definitions were included in the memo to the Committee in February and at Mr. Privett's suggestion, those could be re-sent to the Committee with the ranking spreadsheet. Mr. Rickert stated that he believes that municipalities will be concerned about the "On CMP Network" criteria, but that since IDOT and the counties need to address arterials, they would probably be fine with it. He said that it is essential that the details be fleshed out.

Mr. Elam reviewed staff action items, including developing a clearer explanation of the professional judgment criteria for application materials, illustrating the workflow, discussing appropriate measures for new facilities with transit representatives, providing more explanation of the comparison between project types and posting the ranking spreadsheet and criteria definitions for the Committee members to review. In response to a question from Ms. Kokoshi, Mr. Patronsky noted that a call for projects is anticipated in January; therefore, policies need to be adopted by the CMAP Board and MPO Policy Committee in October and that the Committee needs to meet as often as needed to finalize policy changes.

Mr. Snyder noted that potential applicants need as much advance notice of the policies as possible. In response to a question from Mr. Smith, Mr. Patronsky stated that there is no required public comment period for policy changes. Partners are encouraged to attend the Project Selection Committee meetings and participate in the discussions as Mr. Smith has been doing. Mr. Snyder suggested that an additional Committee meeting in June should be considered to continue discussions. In response to a question from Mr. Schmidt, Mr. Patronsky stated that the normal procedure would be for the committee to vote to make a recommendation to the Transportation Committee, which in turn would make recommendations to the Regional Coordinating Committee and MPO Policy Committee.

7.0 MAP-21

Mr. Donovan reported that Planning Rules, including requirements for reporting on CMAQ projects, are a few months away. In response to a question from Mr. Schmidt, Mr. Donovan noted that there has been no clarification on the types of projects that are considered to directly reduce PM_{2.5} emissions and that this clarification was conspicuously absent from interim guidance that has been issued.

8.0 Other Business

None.

9.0 Public Comment

None.

10.0 Next Meeting

The Committee's next meeting is scheduled for Thursday, July 17, 2014 at 2:00 p.m. Staff will poll the Committee to save a date in June to further discuss the process evaluation and transformation.

11.0 Adjournment

On a motion by Mr. Snyder, and a second by Ms. Hamilton, the meeting adjourned at 3:39 p.m.



CMAQ PROGRAMMING AND MANAGEMENT POLICIES

DRAFT UPDATE

A: Programming of CMAQ Funds for New Projects

1) APPLICATION MATERIALS AND REQUIREMENTS

- a) The applicant is solely responsible for application completeness.
- b) Applications submitted without the following will be rejected:
 - i) Complete project financing & CMAQ funding request section;
 - ii) Input Module Worksheets for traffic flow improvement projects only;
 - ~~iii) Scoping Document for traffic flow improvements, commuter parking and pedestrian/bicycle projects only;~~
 - ~~iv)iii) Pedestrian/Parking Deck Supplements, if applicable;~~
 - ~~v)iv) Sign-off by the applicable Planning Liaison, for municipal sponsors only (see section A: 1, d).~~
- c) Project applications will need to meet the following screening criteria. Failure to meet the following screening criteria will result in the application being rejected:
 - i) Phase 1 Engineering is substantially complete. In order to show the requirement is met, a sponsor will either have to submit a final Project Development Report to IDOT for signatures by the date indicated in the application materials or show that Phase 1 design approval has already been received. CMAP staff then follows up with IDOT to make sure the final PDR was submitted. This screening criterion does not apply to projects that do not require Phase I Engineering.
 - (1) For transit capital projects that require engineering services, the sponsor should be able to demonstrate that preliminary engineering work is completed on the project to a similar status of highway phase I engineering. CMAP staff realizes that there may be no definitive indication for when this is accomplished. Staff will work with sponsors on insuring that the initial engineering work has been

completed to a sufficient point that accurate cost information is established and that the project scope is clear.

- ii) Project is found in an adopted/approved plan. This screening criterion would only be used for bicycle facilities and transit projects. A variety of planning documents would be acceptable, including comprehensive plans, subarea plans, plans by subregional councils, capital improvement or facilities plans, and agency strategic plans.
- iii) Milestone schedule is realistic and consistent with project accomplishment goals. Project sponsors submit a form indicating when they expect to meet certain project development milestones. These should be consistent with the ranges given in the Federal Aid Project Flowchart and they must allow sponsors to meet their accomplishment goals of completing each project phase within two years of the year the funds are programmed (three years total).
- iv) Project has an air quality benefit. Given the centrality of air quality to the CMAQ program, projects that do not provide an air quality benefit will not be ranked on any other criteria.

⇨d) If an application is missing other information, only one attempt will be made to collect that information (notice will be via a “read receipt” e-mail). The deadline for submission of missing information is 30 days from the date of the emailed notification from CMAP. If the sponsor does not respond by the deadline, the application will be rejected.

⇨e) Project applications submitted by municipal agencies (villages, cities, counties, park districts, school districts, forest preserve districts, townships, etc.) are required to be reviewed by their Council of Mayors Planning Liaison (PL).

- i) The individual PLs are responsible for reviewing applications and advising the sponsor of missing information.
- ii) The PL sign-off is incorporated into the application form.
- iii) The deadline for submission for PL review is two weeks in advance of the deadline for submission to CMAP. The deadline for submitting applications to the PLs will be included in the CMAQ program development schedule.

2) EVALUATION CRITERIA, RANKINGS, AND PROJECT SELECTION

- a) All applications meeting the screening criteria from section A:1,c will be analyzed for potential emissions benefits and transportation impacts.
- b) Projects will be ranked based upon the criteria and weighting system stipulated in pre-application materials posted on the CMAP website prior to the call for projects.

- c) The project applications will be ranked together based upon a composite score of the emissions benefits along with other criteria, including measures related to transportation impacts and regional priorities.
- d) CMAQ Staff will use the project rankings along with input from the four modal focus groups (Bicycle and Pedestrian Task Force, Regional Transportation Operations Coalition, Direct Emissions Reduction Focus Group and the Transit Focus Group) or other CMAP committees to develop a staff-recommended program of projects which would be presented to the Project Selection Committee for their consideration in developing the Proposed Program for the region.

2)3) PROGRAMMING THE FUNDS

- a) The CMAQ program mark for a given federal fiscal year will be the northeastern Illinois share of the State's federal apportionment adjusted by the CMAQ Project Selection Committee to account for programming balances.
- b) Phase I engineering will be the responsibility of the project sponsor to complete without CMAQ funding.
 - ~~i) Sponsors will be required to demonstrate that phase I engineering has been initiated prior to programming of CMAQ funding to a proposal. This can be demonstrated by:

 - ~~(1) The project has received design approval prior to release of the Project Selection Committee's programming recommendations.~~
 - ~~(2) The PDR document has been submitted to IDOT for approval prior to release of the Project Selection Committee's programming recommendations.~~~~
 - ii) i) A sponsor can request funding for phase I engineering based on financial hardship or if the proposal is directly identified by a GO TO 2040 Focused Programming group.
 - (1) Phases beyond phase I engineering will not be eligible for CMAQ funding until a sponsor has either submitted a final Project Development Report to IDOT for signatures by a certain the date specified in the application materials or has received Phase 1 design approval one of the two requirements from section A: 2, b, i are met.
 - (2) All remaining eligible phases will be programmed at a maximum level of 80% federal funding.
- c) ~~For projects that complete phase I engineering without CMAQ funding, the federal funding level for p~~Phase II engineering, right-of-way acquisition (ROW), construction

and implementation ~~are eligible for CMAQ funding at 80% federal participation will be at 100%~~, with the following exceptions. ~~[see note]~~[†]

- i) For transit proposals where phase I and phase II engineering are not clearly defined, 50% of the engineering costs will be eligible for CMAQ funding at an 80% federal participation with all of the costs of the remaining phases eligible up to for 100% CMAQ funding federal participation.
 - ii) For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding ~~with the construction phase eligible for 100% funding~~.
 - ~~iii) For proposals that are not required to complete phase I engineering, 90% of the proposals' remaining phases will be eligible for CMAQ funding. Projects in this category include but are not limited to:~~
 - ~~(1) Bicycle Parking and Encouragement~~
 - ~~(2) Non-construction bicycle facility treatments~~
 - ~~(3) Sidewalks not involving ROW acquisition~~
 - ~~(4) Transit Service and Marketing~~
 - ~~(5) Transit Vehicles Procurement~~
 - ~~(6) Diesel Retrofits~~
 - ~~(7) Most "Other" category projects~~
 - ~~(8) Any project using a Categorical Exclusion 1(CE1)~~
 - ~~iv) iii)~~ For proposals involving private corporations, the funding levels will be addressed on a case by case up to a maximum 65% federal share.
- d) Proposals that are not selected for funding but are shown to have air quality benefits will be included in a "Vetted" project list that can be used to help meet the annual obligation goal described in further details under section B:4.
- e) All sponsors will be required to attend a mandatory project initiation meeting once CMAP has received the federal funding eligibility determinations from USDOT. The meeting will include distribution of necessary forms and information needed to initiate the projects and review of general project schedules and deadlines. Unless specific approval has been granted by CMAP, project consultants may not attend in the stead of project sponsors. Consultants are encouraged to accompany the project sponsors. Failure to attend will subject the project to removal from the program. This decision will be via recommendation of the CMAQ Project Selection Committee to the Transportation Committee and MPO Policy Committee.

B: Active Program Management of Projects

[†]Note: The recently passed federal transportation authorization legislation, Moving Ahead for Progress in the 21st Century (MAP 21), does not extend the authority to fund CMAQ projects at 100% federal in FFY 2013 and beyond. CMAQ funded phases will require a minimum of 20% local match.

1) EVERY PHASE OF AN APPROVED PROJECT WILL BE SUBJECT TO AN ACCOMPLISHMENT SUNSET. EACH PHASE WILL HAVE THE YEAR IN WHICH IT IS PROGRAMMED PLUS TWO ADDITIONAL YEARS (3 YEARS TOTAL) TO MEET THE ACCOMPLISHMENT GOAL FOR THE PHASE.

a) For FTA administered projects, accomplishment is FTA grant approval for the phase.

b) For those projects administered through the Federal Highway Administration, ~~the~~ accomplishment ~~goal~~ is defined as:

- i) Phase I engineering - design approval
- ii) Phase II engineering - Pre-final plans submitted to IDOT District 1
- iii) ROW - ROW certified by IDOT District 1
- iv) Construction - Has been let for bid
- v) Implementation - Federal Authorization

c) If a phase is not accomplished in the year it is programmed plus two years, all remaining unobligated CMAQ funds for the phase and all subsequent phases (regardless of the sunset year of those phases) funding for the project will be removed from the guaranteed program and the project will be considered a deferred project. More information on deferred projects in section B:4,c,ii.

2) A REVIEW OF THE STATUS FOR ALL PROJECTS WITH PHASES IN THE ANNUAL ELEMENT WILL BE CONDUCTED ~~IN MAY AND OCTOBER~~ AT LEAST SEMI-ANNUALLY.

a) Due dates for semi-annual updates will be included in the CMAQ PSC meeting calendar which is approved prior to the start of each calendar year. Updates will generally be requested in late spring (May/June) and fall (October).

b) CMAP staff or the CMAQ PSC may request additional status updates at any time.

c) Semi-annual updates will be required for all project phases meeting any of the following conditions. All projects meeting these conditions that fail to provide a semi-annual status update will be subject to removal from the CMAQ program.

- i) Deferred phases.
- ii) Phases sunsetting at the end of the current federal fiscal year.
- iii) Phases programmed in the current federal fiscal year, regardless of sunset date.

d) CMAP staff will provide a list of phases requiring status updates and instructions for completing the updates to Planning Liaisons (for locally sponsored projects) and other project sponsors (service boards, IDOT, counties, and CDOT) at least two weeks prior to the due date.

a)e) ~~Status updates may also be requested, or may be submitted without a request, for phases programmed in out years in order to assist with programming decisions for meeting the annual obligation goal. All projects that fail to provide status report during May or October will be subject to removal from the CMAQ program.~~

3) TRANSIT PROJECTS THAT HAVE BEEN OBLIGATED WILL BE REQUIRED TO SUBMIT AN EXPENDITURE UPDATE WITHIN 45 DAYS OF THE END OF EACH CALENDAR QUARTER UNTIL THE PROJECT IS 100% COMPLETE.

4) AN ANNUAL OBLIGATION GOAL WILL BE SET TO ENSURE THE REGION IS SPENDING ITS CMAQ APPORTIONMENT.

a) The goal will be set ~~three months~~ prior to the start of the federal fiscal year.

b) The goal will be based on the anticipated apportionment for the next federal fiscal year and the anticipated unobligated balance.

c) If the obligation goal cannot be met through implementation of projects incorporated in the CMAQ program through the regular selection process, then other projects (listed below in priority order) that have demonstrated readiness as defined in 3:6,b will be selected for contingency funding to accomplish the goal:

i) Out Year – projects programmed in the out years of the program will be moved into the annual element. This can occur at any time if funding is available ~~and the project demonstrates readiness.~~

ii) Deferred – projects that had their funding removed for failure to meet accomplishment sunset deadlines can have their funding ~~restored~~reinstated one phase at a time. This can occur at any time if funding is available ~~and the project demonstrates readiness.~~

iii) Vetted – ~~move projects into the annual element that~~ includes:

(1) Projects that were analyzed in a prior programming cycle and showed an air quality benefit but were not included in the program ~~and that have demonstrated readiness~~ or

(2) Partially funded CMAQ projects that have other funding ~~that~~for which CMAQ funds can be substituted ~~with CMAQ funds that have demonstrated readiness.~~

~~iv) Extraordinary – projects that are CMAQ eligible but which have not applied for CMAQ funding and have demonstrated readiness.~~

d) If the actual obligation amount is expected to be within \$5 million of the goal as determined by CMAP staff, then no action to implement other projects will be considered.

5) THE REVIEW PROCESS FOR DETERMINING IF THE OBLIGATION GOAL WILL BE MET, OR IF OTHER PROJECTS NEED TO BE SELECTED WILL BEGIN IN THE SPRING OF THAT FEDERAL FISCAL YEAR.

6) PROJECTS SELECTED FOR CONTINGENCY FUNDING MUST MEET THE FOLLOWING CONDITIONS:

a) Be ready to obligate within the federal fiscal year.

b) ~~demonstration of~~Demonstrate readiness as defined below.

	Local Projects	CDOT	Transit Capital Projects	Transit Non-Capital Projects	IDOT
Phase I Engineering	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	FTA Grant application submitted via TEAM	n/a
Phase II Engineering	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	FTA Grant application submitted via TEAM	n/a
ROW Acquisition	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	FTA Grant application submitted via TEAM	When ROW is included in the IDOT program
Construction	Pre-final Plans at IDOT BLRS for Review	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	FTA Grant application submitted via TEAM	When Design Approval is achieved or when Construction is included in IDOT program.
Implementation	Case by case basis, in general – locally executed agreement sent to IDOT Central Office for Execution	Case by case basis, in general - Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	FTA Grant application submitted via TEAM	n/a

e) eConstruction is the preferred phase for contingency funding

c) Vetted ~~and extraordinary~~ projects must meet the following phase funding minimum requirements.

i) \$1 million for phase II or ROW acquisition

ii) \$5 million for construction

(1) A combination bid ~~over \$5 million of connected or related projects which total~~
the above minimums is acceptable

iii) Limits do not apply to out year or deferred projects



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**DRAFT CMAQ PROGRAMMING SCHEDULE
FOR FFY 2016-2020 PROGRAM DEVELOPMENT CYCLE**

January-February 2015 - Call for New Projects

March-May, 2015 – Staff Review and Analysis of Proposed Projects

May-June, 2015 – Focus Group Review of Proposed Projects

Early July, 2015 – Release of Staff Rankings and Staff Proposed Program

Late July, 2015 – Release of PSC Proposed Program

August, 2015 – Public Comment Period

September, 2015 – Address Public Comments and Transportation Committee Consideration of the Program

October, 2015 – CMAP Board and MPO Policy Committee Consideration of the Program

October-November, 2015 – US DOT Eligibility Determination



MEMORANDUM

To: Project Selection Committee

From: CMAP Staff

Date: June 2014

Re: Documentation on methods used for proposed CMAQ scoring process

This spring, CMAP staff made an **initial proposal** for a new project ranking system to use in the Congestion Mitigation and Air Quality Improvement (CMAQ) program that is meant to enhance decision-making with project evaluation that integrates information on a wider range of benefits. In summary, the proposed approach ranks each project using a score from 0 to 100. Of the total, 30 percent of the score comes from “transportation impact criteria” that are specific to the type of project, while 10 percent is based on achieving certain regional priorities outlined in GO TO 2040. The lion’s share of the score, 60 percent, is based on the cost-effectiveness of the air emissions reduction associated with the project. Please note that a high or low ranking does not necessarily imply a project will be selected for funding since other considerations, such as project readiness or sponsor capacity, influence actual project selection.

This memo provides documentation on the proposed scoring process for committee and stakeholder feedback. A spreadsheet is also available on the PSC website that shows how projects considered in the FY14-18 CMAQ cycle would have scored using the new procedure.

Transportation Impact Criteria

The currently proposed transportation impact criteria and their weights are as follows:

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 10	On CMP network 5
Transit	Ridership 15	Reliability (transit service) or asset condition (transit facilities) 15	
Bicycle	Safety & attractiveness 10	Transit accessibility 10	Facility connectivity 10
Direct Emissions Reduction	Benefits sensitive population 20	Annual health benefits 5	Improves public fleets 5

Highway Projects

Travel time reliability score

This is composed of a quantitative and a qualitative evaluation. The quantitative portion is based on the planning time index (95th percentile travel time divided by free flow travel time) and takes a maximum of 10. The Planning Time Index is calculated for the project footprint based on speed probe data for 2012 provided by the vendor Midwest Software Solutions (MS2) through an agreement with IDOT. (These data will be updated going forward and will likely be for 2012 and 2013 together in the FY16-20 program evaluation.) The score was calculated based on the percentile shown in the middle column in the table below. Points were assigned for each project as follows:

Maximum Approach PTI*	Percentile (weighted by distance)	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.

The qualitative dimension of the score has a maximum of 5 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
Workzone 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	2

annual minutes of delays lasting > 10 minutes	
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
<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

Safety

Although CMAQ is not a safety program, the project development process will wind up addressing safety deficiencies if they exist. Other things being equal, then, it is more important to fund a project where safety problems are more severe. At its March 2014 meeting, RTOC suggested using the IDOT 5% report locations to score safety. At the time, these data had not been made available, but since then CMAP has acquired them. Thus, the score is simply **10** if the project addresses a 5% location and **0** if it does not.

Congestion Management Process highway system.

The regional Congestion Management Process (CMP) has identified a set of roadways on which it is particularly critical to minimize congestion. The CMP highway network consists of the National Highway System and the [Strategic Regional Arterial](#) system. The score is **5** if the project is on the CMP and **0** if not.

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.

Annual health benefits

Annual health benefits are calculated by US EPA's [Diesel Emissions Quantifier](#) at the county level and divided by annualized project costs. No points are given for a benefit/cost ratio less than \$1.00. One point is given for a cost/benefit ratio of \$1.00 and one point for each \$0.50 above that, with a maximum of 5 points.

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 index shows the relative proportions of persons in a census tract who are over 65, under 5, minority, and low-income. For each of these categories, a tract was given a value from 0 – 4 based on the quintiles of that category in the region (e.g., a tract in the second quintile for population over 65 would receive a value of 2, while one in the fifth quintile would receive a value of 4). For income, a value of 4 was given if the tract median income was below half of the regional median income (\$31,140) and 0 if above that level. The data are from the 2010 decennial census.

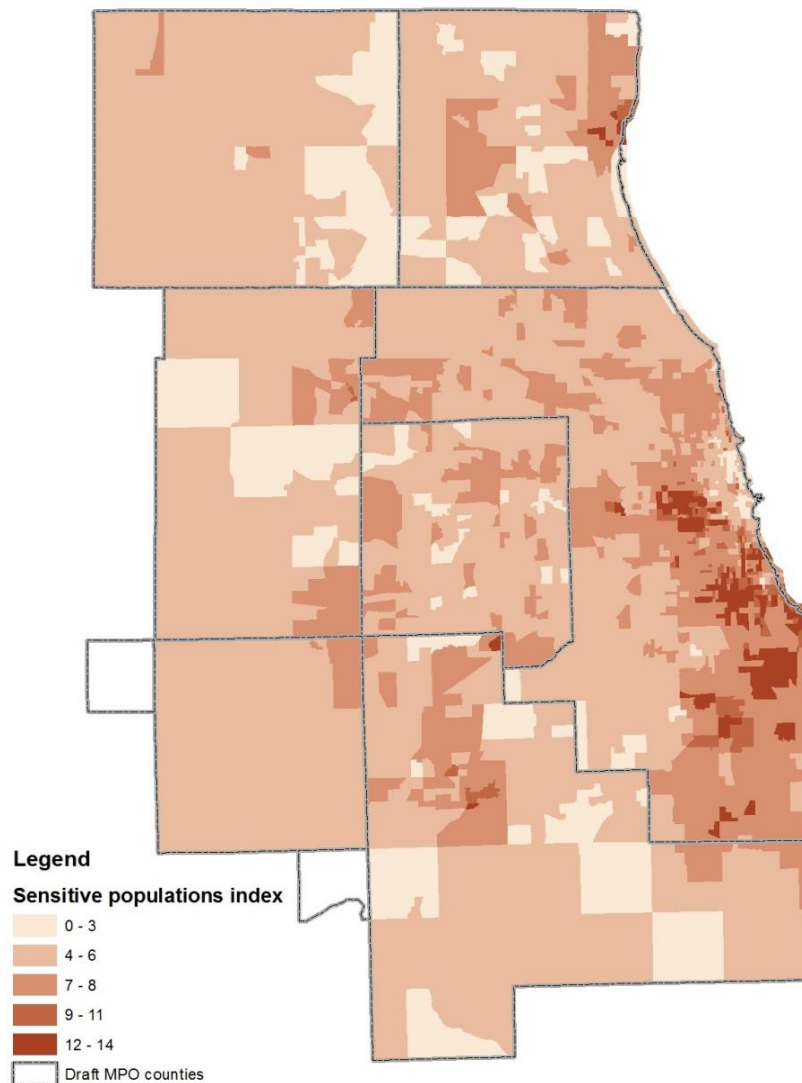
The index is shown in Figure 1. The breakpoints for the census tracts are shown in the table immediately below. Theoretically the maximum value this index could take is 16. However, the highest value actually observed in a census tract is 14.

Index value	0	1	2	3	4
Percent age over 65	0%	8%	12%	18%	26%
Percent age under 5	0%	4%	6%	7%	9%
Percent minority	0%	12%	23%	40%	66%
Income	4 if median tract income <\$31,140; otherwise 0				

To score a project, the sensitive population index is then multiplied by an estimate of the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. For localized projects, the population within 0.5 miles of the project was used. For transit projects, the service population was used, as it was assumed that the service population would be the most affected by emissions reductions benefits, along with the population within 0.5 miles of the project. Service board customer demographics were compared to the breakpoints in the sensitive population index to derive an index for the transit agencies.

The final project score is assigned on a scale of 0 to 20. Any project where sensitive population index \times population benefitting \times magnitude of emissions reduction per operating hour \times time of exposure \div exposure buffer area is greater than 250 kg per square mile receives one point, with one point for each 250 beyond that, up to a maximum of 20. This planning-level approach provides a simple, reasonable assessment of the level of benefit of a project for sensitive populations in the region.

Figure 1. Sensitive populations index (2010)



Bicycle Facilities

Safety and attractiveness rating

The Bicycle and Pedestrian Task Force has developed a “**safety and attractiveness rating**” that scores the improvement in conditions for walking and biking that result from building a facility. A guide for scoring is shown in the table below. A project score is calculated as (safety and attractiveness rating after project – rating before project) \times weight. In this case the weight is 2 so

that the maximum score is 10. For example, building a protected bike lane along an arterial street with no accommodation currently would take the safety/attractiveness rating from 1 to 5 and earn a score of $(5 - 1) \times 2 = 8$. Ratings and their narrative descriptions are in the table below:

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bike/ped accommodation	1
Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation;	2
Low-speed, local streets with no bike/ped accommodation	3
Unprotected bike lane; local and collector streets with full accommodation	4
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	5

Connectivity

At its March 2014 meeting, the Bicycle and Pedestrian Task Force suggested that a measure of connectivity be included in the bikeway project evaluations, and that this measure include either street network connectivity or connectivity to the bikeway system itself. The measure is the greater of either (a) the project’s street network connectivity rating, measured with the Pedestrian Environment Factor, or (b) the connectivity of bikeways resulting from the project. This includes all bikeways, not just Regional Greenways and Trails Plan projects. This maximum is then partially weighted by the CMAP land use diversity index, which helps emphasize locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The measure is designed to recognize project proposals with substantial connectivity benefits along the full spectrum of rural to urban locations. The score has a maximum value of 10. The following table shows the assignment of points related to improving bikeway connectivity:

Project’s Bikeway Connectivity Characteristics	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 procedures for calculating the Pedestrian Environment Factor and the Index of Land Use Diversity in the Chicago Region are described in documents linked to the CMAP [Performance Measurement](#) web pages. Below are samples of how this measure plays out under various scenarios:

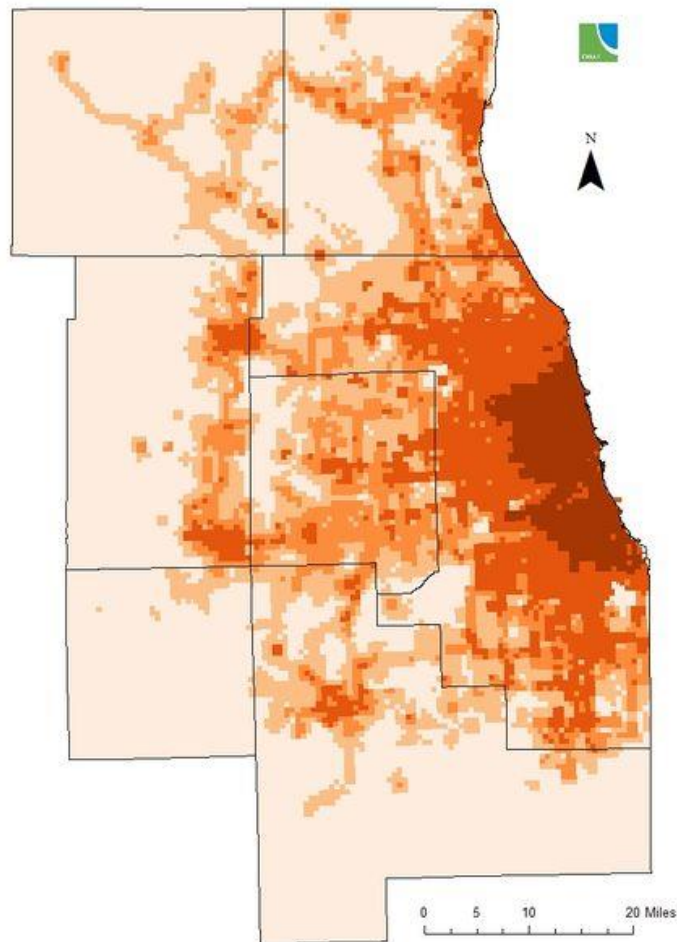
Column	A	B	C	D	E	F
Description	Bikeway Connectivity	PEF	Greater of PEF or Bikeway Connectivity	Half of Column C	Avg. Land Use Diversity	Score = $D \times (E + 1)$
Urban, Isolated Facility	0	9.67	9.67	4.84	0.58	7.64

Column	A	B	C	D	E	F
Urban, Connected Facility	6	7.41	7.41	3.70	0.61	5.99
Suburban or Rural, Isolated Facility	0	2.25	2.25	1.12	0.44	1.62
Suburban or Rural, Connected Facility	10	1.61	10	5	0.57	7.86

Transit accessibility index

Measuring transit accessibility 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 measure was developed by CMAP for the GO TO 2040 update to provide a uniform measure of transit level of service available across the region during an average week (see map in Figure 2). 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. Accessibility in all the subzones the project intersects is averaged to score the project. A full description of the calculation of the transit accessibility index will be posted in the [GO TO 2040 Update Appendices](#).

Figure 2. Transit accessibility index (2010).



Color Code	Index Value	Subzone count	Share of Regional Population	Share of Regional Employment	Transit Access Level
	1	8,850	7.3%	5.4%	Low
	2	3,242	20.1%	16.2%	Moderately Low
	3	1,874	16.3%	20.2%	Moderate
	4	1,851	29.7%	30.3%	Moderately High
	5	626	26.6%	28.0%	High

Transit Projects

Ridership increase

First-year ridership estimates from the FY10-14, FY12-16, and FY14-18 programs that were provided by applicants or calculated by staff were combined into one dataset. The quintiles were calculated and used to define the scoring system with a maximum score of 15.

Ridership	Percentile	Score
<254	0 – 20 th	3
255 - 436	21 - 40 th	6
437 - 1,002	41 – 60 th	9
1,002 - 1,829	61 – 80 th	12
>1,830	>80 th	15

Travel time reliability score

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 15, with 7.5 points coming from the quantitative measure. Only Pace has supplied system-wide on-time performance data so far. Staff anticipates asking for the route-level OTP on the CMAQ application form.

On-time performance	Score
< 60%	7.5
60% - 70%	6.0
70% - 80%	4.5
80% - 90%	3.0
>90%	0

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 7.5 points in this area. As with highway scoring, this qualitative method should be replaced as better technical tools for estimating changes to OTP are developed.

<i>Rail</i>	Score
New Vehicles	1.25
Upgraded Switches	1.25
Upgraded Power Supply	1.25
Positive Train Control	1.25
Station Consolidation	1.25
Track Improvements	2.50
Reduction of Freight/Vehicle/Pedestrian Interference	3.75
<i>Bus</i>	
New Vehicles	1.25
Queue Jump/Bypass Lanes	1.25
Off-board Fare Collection	1.25
Reduced Stops/Express Service	1.25
New Dispatching/Decision Support Systems	1.25
Passenger Vehicle Movement Restrictions	1.25
Transit signal priority	2.50
Multi-Door Boarding with Off-board Fare Collection	2.50
Bus-on-Shoulders	4.00
Managed Lanes	5.00
Dedicated Bus Way	7.50

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. For example, a “basic” arterial rapid transit project along a route where the local service is 65% on-time would get a score of 6.0 based on OTP + 1.25 for reduced stops + 2.5 for transit signal priority = 9.75. New vehicle purchases for service anywhere in the system would receive a quantitative score based on the system average.

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. The Regional Transportation Authority’s data will be used to define asset condition. Condition is rated based on a 1 – 5 scale, and project sponsors will be asked to provide that rating on the CMAQ application. This criterion would only apply to transit facilities. Entirely new facilities will receive a score of 0. *For the purpose of rescoring the FY14-18 program, asset condition was rated based on staff judgment since the RTA asset condition data were not available.*

Narrative description	Rating
Excellent/Does not currently exist	0
Good	3.75
Adequate	7.50
Marginal	11.25
Poor	15

Other 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. Instead, the cost-effectiveness of emissions reduction would count for 90 points rather than 60. Project sponsors will be encouraged to discuss their proposals with CMAP staff before submission to ensure that they are best handled as “Other Projects.”

Air Quality Cost-Effectiveness

Air quality cost-effectiveness is measured as either the cost per kilogram of volatile organic compounds (VOC) reduced or the cost per kilogram of fine particulate matter (PM2.5) reduced. In order to compare the opportunity costs of projects that have unequal lifespans, cost-effectiveness values were annualized according to the formula:

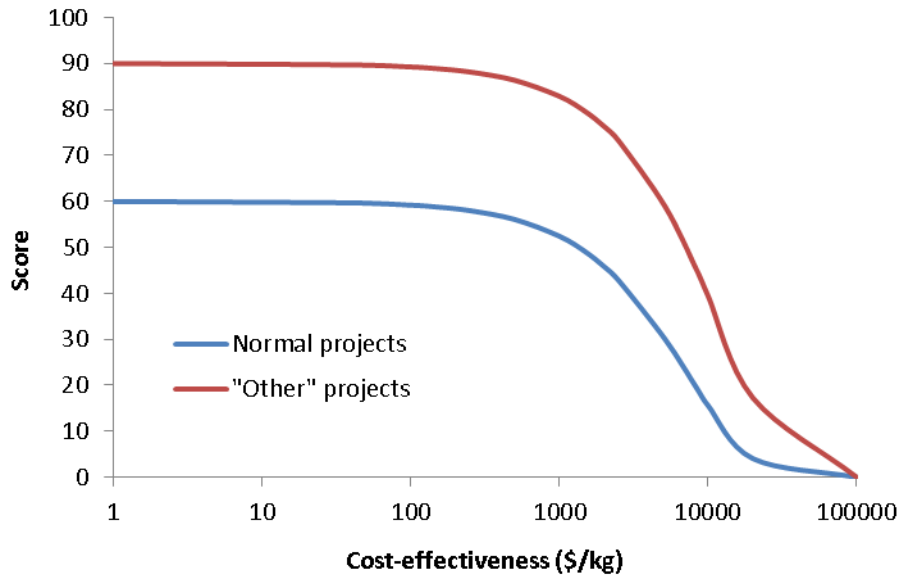
$$\text{Cost-effectiveness} = \frac{\text{Project cost} \times \frac{i}{1 - (1 + i)^{-n}}}{\text{Annual emissions reduction}}$$

The last term in the numerator is the capital recovery factor, where i = discount rate and n = the useful life of the project in years as reported by project sponsors. A discount rate of 3% was used, in line with typical U.S. Environmental Protection Agency practice.

After annualizing, cost-effectiveness was converted to a point value between 0 and 60 (except for projects classified as “other,” for which the range was 0 to 90 points). Because projects submitted for funding under CMAQ show a very wide range in cost-effectiveness values, the distribution of project cost-effectiveness is skewed well to the right. In the FY14-18 program, the median cost-effectiveness was \$5,150 per kilogram VOC reduced while the average was \$43,500. Cost-effectiveness ranged from \$40 to over \$1 million per kilogram VOC eliminated. Projects in the upper part of this range cannot realistically be considered to have air quality benefits. Given this skew and the need to have better separation between projects in the lower part of the range, it would not be appropriate to rescale the cost-effectiveness range linearly. Instead, a simple non-linear approach to rescaling was used in which:

$$\text{Project score} = \text{Maximum score} \times \exp(-k \times \text{cost-effectiveness})$$

The maximum score is 60 for most projects and 90 for “other” projects. The parameter k was set so that the middle score of 30 corresponds to the median cost-effectiveness in the FY 14-18 program. This scoring approach preserves variation in cost-effectiveness values while reflecting professional judgment about what constitutes a cost-effective project. It can be seen in the graph below that the score is most sensitive to changes in cost-effectiveness between about \$1,000 and \$10,000 /kg, which is in fact the range demarcating projects that perform reasonably well on cost and those that do not. Lastly, the same approach was used for direct emissions projects, only using the cost-effectiveness of PM2.5 removal.



Regional Priorities

Components of GO TO 2040 major capital projects

Projects that implement elements of GO TO 2040 major capital projects are given **10** points. In the FY 14 – 18 program, the following projects were eligible:

Intersection Improvement	II03143988	Elmhurst Rd and Touhy Av/IL 72
Intersection Improvement	II08143971	ElginO'Hare Expy/Thorndale Av and Park Blv Interchange, incl. Arlington Hts. Rd Interchange
Bottleneck Elimination	BE03143991	Touhy Av and UPRR
Transit Service and Equipment	TI13143920	I90 Corridor Transit Access Improvement Project
Transit Facility Improvement	TI01143897	Union Station Transportation Center
Intersection Improvement	II08143970	ElginO'Hare/Thorndale Av and I290 Interchange
Intersection Improvement	II08143977	ElginO'Hare/Thorndale Av and IL 83 Interchange
Intersection Improvement	II08143976	ElginO'Hare/Thorndale Av and Wood Dale Rd Interchange

Parking management, including parking pricing

Sponsors would submit this project via the “Other Projects” form. CMAQ projects that implement parking management strategies would be given **10** points. No projects were submitted in the FY 14-18 cycle that would fit this category.

Geographic targeting of funds

GO TO 2040 recommends establishing a geographically-targeted infrastructure funding source. CMAP is currently researching options for geographic targeting of infrastructure investment. This approach will not be ready in time for the upcoming FY 16 – 20 CMAQ cycle, and this category was not scored in the FY 14-18 reevaluation.

Transit-supportive land use

The viability of transit is closely connected to land use and neighborhood design, and so a major priority of GO TO 2040 is to encourage land use patterns that support transit. While the CMAQ program can fund a variety of transit improvements, not all potential work types have a particular nexus to land use. For example, transit vehicle improvements, signal priority systems, queue jumps, traveler information systems, and marketing initiatives are unlikely to have much impact on development, or vice versa. These are valuable enhancements that will increase ridership through improved speed and reliability of service, but have little bearing on land use.

Rather, the proposed scoring for transit-supportive land use is applicable to other GO TO 2040 priorities such as bus rapid transit (BRT) station improvements and rail station improvements; these work types hold the highest potential for supporting transit-oriented development. Major master-planned redevelopment projects conducted in tandem with transit improvements (past examples include Prairie Crossing in Grayslake and The Glen in Glenview) could also be considered regional priorities, although these projects should be evaluated on a case-by-case basis.

GO TO 2040 offers numerous recommendations to encourage local governments to better link transit, land use, and housing. As CMAP promotes the implementation of GO TO 2040, it is important to underscore the *adoption* of preferred policies. This scoring proposal is designed to reflect current zoning codes, serving as an incentive for local communities to implement transit-supportive land use policies and regulations. As such, it will require project sponsors to provide additional supporting information on adopted zoning codes in the project area.

The scoring system has three main components for transit-supportive land use, as identified in academic research:¹

- *Density* – Denser development in the vicinity of a transit stop supports higher ridership.
- *Diversity* – A mix of land allows transit to serve a larger variety of trip types across more periods of the day.
- *Design* – Stations and surrounding development should be integrated to allow convenient access to transit.

In addition, much research has highlighted the importance of distance to the transit station on ridership.² The proposed scoring system looks at measures of density, design, and diversity

¹ Robert Cervero and Kara Kockelman, 1997. Travel demand and the 3Ds: Density, diversity, and design. *Transportation Research Part D* 2 (3), 199-219.

within one-half mile of transit, consistent with planning practices at the Regional Transportation Authority.

Scoring is as follows:

	Max Score	Criteria																		
Density	5	<p>Up to 3 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"> <thead> <tr> <th>Residential (DU/buildable acre)</th> <th>Non-Residential (FAR)</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>< 6</td> <td>≤ 1.0</td> <td>0</td> </tr> <tr> <td>> 6 and ≤ 10</td> <td>> 1.0 and ≤ 2.0</td> <td>0.5</td> </tr> <tr> <td>> 10 and ≤ 16</td> <td>> 2.0 and ≤ 3.0</td> <td>1.0</td> </tr> <tr> <td>> 16 and ≤ 24</td> <td>> 3.0 and ≤ 4.0</td> <td>2.0</td> </tr> <tr> <td>> 24</td> <td>> 4.0</td> <td>3.0</td> </tr> </tbody> </table> <p style="text-align: center;">AND</p> <p>Up to 2 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 (FAR)	Points	< 6	≤ 1.0	0	> 6 and ≤ 10	> 1.0 and ≤ 2.0	0.5	> 10 and ≤ 16	> 2.0 and ≤ 3.0	1.0	> 16 and ≤ 24	> 3.0 and ≤ 4.0	2.0	> 24	> 4.0	3.0
Residential (DU/buildable acre)	Non-Residential (FAR)	Points																		
< 6	≤ 1.0	0																		
> 6 and ≤ 10	> 1.0 and ≤ 2.0	0.5																		
> 10 and ≤ 16	> 2.0 and ≤ 3.0	1.0																		
> 16 and ≤ 24	> 3.0 and ≤ 4.0	2.0																		
> 24	> 4.0	3.0																		
Diversity	2.5	<p>Up to 5 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (2.5 points 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). 																		

² Reid Ewing and Robert Cervero, 2010. Travel and the Built Environment: A Meta-Analysis. *Journal of the American Planning Association* 76 (3), 265-294.

		<ul style="list-style-type: none"> • Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, libraries, 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>
Design	2.5	<p>Up to 2.5 points will be awarded based on pedestrian-friendly designs currently implemented within one-half mile of transit station (one point for each strategy implemented):</p> <ul style="list-style-type: none"> • Continuous sidewalks on both sides of street • Short block lengths/high intersection density • Marked pedestrian crosswalks • ADA accessibility features (curb ramps, truncated dome mats, accessible pedestrian signals, etc.) • Enhanced pedestrian crossing strategies (in-road “Stop for Pedestrians” signs, pedestrian refuges, signals and timers, etc.) • Traffic calming strategies (bump-outs, road diets, speed bumps, neighborhood traffic circles, chicanes, etc.) • Lighting, street furniture, and streetscape beautification • Zoning requires building facades to be located close to sidewalks

In the rescored FY 14-18 program, the following transit facility projects receive points under this criterion:

Description	Density		Diversity	Design	Total
	Permitted Densities	Parking			
Monroe Station Reconstruction CTA Red Line	3.5	1.5	2.5	2.5	10
State/Lake Reconstruction - CTA Loop Elevated	3.5	1.5	2.5	2.5	10
Union Station Transportation Center*	N/A	N/A	N/A	N/A	N/A
Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	3.5	1.5	2.5	2.5	10
Maywood Train Station Facility	1.5	0.5	1.0	1.5	5
Randall Rd Transit Infrastructure Improvements	0.5	0	0	0.5	1
Regionwide Transit Access Improvements	1.0	0.5	0.5	1.0	3
Pedestrian Infrastructure Improvements: Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888**	N/A	N/A	N/A	N/A	N/A

* Received priority as a component of a GO TO 2040 major capital project. ** Challenging to score because of multiple routes and jurisdictions; also unlikely to have major land use impacts.



Chicago Metropolitan Agency for Planning

FFY 2014-2018 CMAQ -- rescored program

SubType	Council	Facility to be Improved	Federal request	Total awarded in approved FY14-18 program	Cost Effectiveness Score	Highway: Transportation Impact Criteria			Transit: Transportation Impact Criteria			Bicycle Facilities: Transportation Impact Criteria			Direct Emissions: Transportation Impact Criteria			Regional Priority Score	Ranking by Proposed Method			Actually Funded FY14-18
						Reliability Score	CMP Score	Safety Score	Ridership Score	Travel Time Reliability Score	Asset Condition Score	Safety & Attractiveness Score	Accessibility Score	Connectivity Score	Population Sensitivity Score	Health Benefit Score	Public Fleet Score		To be funded	Composite Priority Index	Notes	
Direct Emissions Reduction	Regionwide	Purchase Components to Repower F40PH/F40PHM Locomotives	\$8,800,000	\$8,800,000	58.6										20	4	5		Y	87.6		Y
Signal Interconnect	DuPage	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	\$102,000	\$102,000	57.4	13	5	10											Y	85.4		Y
Signal Interconnect	DuPage	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	\$127,000	\$127,000	58.1	12	5	10											Y	85.1		Y
Signal Interconnect	Kane	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	\$830,700	\$830,700	56.7	13	5	10											Y	84.7		Y
Other	Kane	CAD Integration to Various PSAPs in Kane County	\$386,400	\$386,400	80.2														Y	80.2		Y
Bicycle Facilities	North Central	Ridgeland Av from North Av to Roosevelt Rd	\$236,000	\$0	56.7							6	10	7					Y	79.6		
Bicycle Facilities	Lake	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	\$87,400	\$87,400	55.6							6	10	8					Y	79.2		Y
Bicycle Facilities	North Central	Chicago Av at Lombard Av HAWK Signal	\$146,000	\$146,000	52.5							6	10	7					Y	75.4		Y
Transit Service and Equipment	Regionwide	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	\$935,920	\$935,920	56.5				9	9									Y	74.5		Y
Direct Emissions Reduction	Regionwide	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	\$38,450,000	\$34,258,108	52.9										16	5	0		Y	73.9		Y
Signal Interconnect	Lake	US 12/Rand Rd from IL 176 Ramps to Miller Rd	\$1,642,000	\$0	50.5	6	5	10											Y	71.5		
Bicycle Facilities	DuPage	Lilac Bikeway Sunset Av to Finley Rd and 22nd St to Vista Av	\$62,400	\$0	58.2							0	8	5						71.0	Not recommended by focus group -- only proposing signage	
Bicycle Facilities	South	Bicycle Lanes and WayFinding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	\$108,040	\$108,040	52.5							6	8	4					Y	71.0		Y
Bicycle Facilities	North Shore	Main St from Lincoln Av to McCormick Blv	\$456,000	\$456,000	48.2							6	9	7					Y	69.9		Y
Direct Emissions Reduction	Regionwide	Repower F40PHM Locomotives on BNSF Service	\$4,000,000	\$4,000,000	56.5										7	1	5		Y	69.5		Y
Direct Emissions Reduction	Regionwide	Chicago Area Green Fleet Grant Program	\$10,000,000	\$3,000,000	53.2										6	5	5		Y	69.2		Y
Bicycle Facilities	North Shore	Dodge Av Protected Bike Lane from Church St to Howard St	\$480,000	\$480,000	48.3							4	10	7					Y	69.2		Y
Transit Service and Equipment	Regionwide	Regional Rideshare Program	\$1,250,000	\$800,000	57.0				12	0									Y	69.0		Y
Commuter Parking	Kane	Station Blv Extension to IL 59 Commuter Parking Lot	\$1,606,000	\$1,606,000	58.3				9	0.0	2								Y	68.8		Y
Bicycle Facilities	North Shore	Church St Bike Lane from Linder Av to McCormick Blv	\$472,000	\$472,000	47.0							6	10	6					Y	68.8		Y
Direct Emissions Reduction	Regionwide	Install engine/generator set for hotel power	\$4,000,000	\$4,000,000	55.6										7	1	5		Y	68.6		Y
Signal Interconnect	Lake	IL 83 from IL 173 to Millstone Dr	\$1,498,000	\$1,498,000	42.9	10	5	10											Y	67.9		Y
Bicycle Facilities	Chicago	Streets for Cycling Chicago 2016-2017 Series	\$16,000,000	\$8,000,000	46.7							4	10	6					Y	66.6		Y
Bicycle Facilities	Lake	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	\$78,600	\$0	45.0							8	8	5					Y	65.8		
Intersection Improvement	Northwest	Elmhurst Rd and Touhy Av/IL 72	\$11,450,000	\$11,450,000	34.2	6	5	10										10	Y	65.2		Y
Intersection Improvement	DuPage	Elgin O'Hare Expy/Thorndale Av and Park Blv Interchange, incl. Arlington Hts. Rd Interchange	\$12,662,000	\$0	39.5	10	5	0										10	Y	64.5		
Transit Facility Improvement	Regionwide	Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888	\$2,400,000	\$2,400,000	50.9				9		4								Y	63.7		Y
Signal Interconnect	Lake	Cedar Lake Rd from Rollins Rd to Hart Rd	\$800,000	\$800,000	49.0	4	0	10											Y	63.0		Y



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						Reliability Score	CMP Score	Safety Score	Ridership Score	Travel Time Reliability Score	Asset Condition Score	Safety & Attractiveness Score	Accessibility Score	Connectivity Score	Population Sensitivity Score	Health Benefit Score	Public Fleet Score	To be funded	Composite Priority Index	Notes					
Bottleneck Elimination	Northwest	Touhy Av and UPRR	\$23,289,000	\$23,289,000	32.2	5	5	10										10	Y	62.2		Y			
Signal Interconnect	Lake	IL 120/Belvidere Rd from IL 134/Main St to US 45	\$1,837,000	\$1,837,000	42.7	14	5	0											Y	61.7		Y			
Signal Interconnect	Lake	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	\$2,955,000	\$2,955,000	46.6	8	5	0											Y	59.6		Y			
Bicycle Facilities	DuPage	Great Western Trail Lighting from W end of Village Limits at I355 to E end of Village Limits at 3rd Ave (where Lombard abuts Villa Park)	\$880,000	\$0	48.9							0	6	4						59.3	Not recommended by focus group only proposing lighting				
Transit Service and Equipment	Regionwide	Community Vehicles Regionwide	\$9,112,851	\$0	43.8				15	0										58.8	Need information about routes and service frequency				
Transit Service and Equipment	Lake	Lake Cook/Braeside Shuttle Bug Service	\$212,000	\$212,000	55.5				3	0									Y	58.5		Y			
Intersection Improvement	Northwest	US 20 at Oak Av	\$1,136,000	\$0	34.1	8	5	10											Y	57.1					
Intersection Improvement	Kane	Eola Rd from 83rd St/Montgomery Rd to 87th St	\$4,080,000	\$4,080,000	43.1	4	0	10											Y	57.1		Y			
Signal Interconnect	Lake	Various Signal Interconnects in Waukegan	\$2,210,000	\$0	36.4	10	0	10												56.4	Readiness of project is an issue				
Bicycle Facilities	North Shore	Gross Point Rd from Old Orchard Rd to Golf Rd	\$478,000	\$478,000	32.8							6	10	6					Y	54.8		Y			
Bicycle Facilities	North Shore	Waukegan Rd/Overlook Dr Multiuse Path	\$294,000	\$0	30.5							8	10	5					Y	53.7					
Bicycle Facilities	South	CalSag Trail East Dolton Leg	\$2,573,000	\$0	31.5							10	6	5					Y	52.5					
Transit Service and Equipment	Chicago	Brown & Purple Lines, Ravenswood Loop Connector Track Modernization	\$27,141,000	\$0	32.7				9		11								Y	52.2					
Commuter Parking	South	Tinley Park North St Commuter Parking Garage	\$9,800,000	\$0	46.2				6	0.0	0									52.2	Need to determine whether parking garages are appropriate use of funding				
Intersection Improvement	Northwest	IL 58/Golf Rd at Wolf Rd/State St/Broadway St (Cumberland Circle)	\$2,880,000	\$2,880,000	26.7	10	5	10											Y	51.7		Y			
Transit Facility Improvement	North Central	Maywood Train Station Facility	\$1,222,000	\$1,222,000	36.2				3		8							5	Y	51.7		Y			
Bicycle Facilities	Lake	Washington St from Hainesville Rd to Haryan Way	\$330,000	\$0	34.4							8	6	3					Y	51.1					
Other	Chicago	Commuter Cycling Promotion Campaigns	\$324,000	\$0	50.9														Y	50.9					
Bicycle Facilities	DuPage	West Branch Regional Trail/Windfield Mounds to West DuPage Woods	\$2,050,924	\$2,050,924	29.0							8	6	7					Y	50.4		Y			
Transit Facility Improvement	Chicago	Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	\$39,273,000	\$39,273,000	15.6				9		15							10	Y	49.6		Y			
Transit Facility Improvement	Kane	Randall Rd Transit Infrastructure Improvements	\$1,335,300	\$1,335,300	34.2				3		11							1	Y	49.5		Y			
Bicycle Facilities	Southwest	CalSag Trail East/West Blue Island Segment	\$1,863,000	\$1,863,000	24.8							10	9	5					Y	49.2		Y			
Bicycle Facilities	Southwest	CalSag Trail East/East Blue Island Segment	\$1,521,000	\$1,521,000	25.1							10	8	6					Y	48.8		Y			
Transit Service and Equipment	Regionwide	I90 Corridor Transit Access Improvement Project	\$17,415,328	\$0	16.0				12	11								10		48.5	Have not made progress on first grant for this project				
Intersection Improvement	DuPage	Elgin/O'Hare/Thorndale Av and I290 Interchange	\$68,088,000	\$34,000,000	26.1	6	5	0										10	Y	47.1		Y			
Bicycle Parking	Chicago	Commuter Bike Parking and Promotion, 2017/2018 Series	\$1,120,000	\$0	29.0							8	10	0						47.0	Excessive unobligated money on this project				
Transit Facility Improvement	Chicago	Union Station Transportation Center	\$15,788,000	\$15,788,000	30.1				3		4							10	Y	46.8		Y			
Intersection Improvement	DuPage	Madison St at 79th St	\$1,964,500	\$1,964,500	28.8	8	0	10											Y	46.8		Y			
Intersection Improvement	Northwest	US 20 at Bartlett Rd	\$1,136,000	\$0	35.0	10	0	0											Y	45.0					
Transit Service and Equipment	Regionwide	Vans for Vanpool Program	\$35,828,835	\$0	33.0				12	0										45.0	Inconsistent information provided on benefits				
Intersection Improvement	McHenry	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	\$10,583,000	\$10,583,000	29.0	10	5	0											Y	44.0		Y			



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						Reliability Score	CMP Score	Safety Score	Ridership Score	Travel Time Reliability Score	Asset Condition Score	Safety & Attractiveness Score	Accessibility Score	Connectivity Score	Population Sensitivity Score	Health Benefit Score	Public Fleet Score		To be funded	Composite Priority Index	Notes	
Transit Facility Improvement	Chicago	State/Lake Reconstruction CTA Loop Elevated	\$70,400,000	\$4,000,000	11.7				6		15						10	Y	42.7		Y	
Direct Emissions Reduction	South	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	\$4,176,000	\$4,176,000	40.8										1	0	0	Y	41.8		Y	
Transit Facility Improvement	Chicago	Monroe Station Reconstruction CTA Red Line	\$61,600,000	\$0	10.1				6		15.0						10		41.1			
Bicycle Facilities	Lake	Robert McClory Bike Path	\$764,000	\$0	20.9							4	8	7					40.1			
Bicycle Facilities	Southwest	CalSag Trail East/Alsip Segment	\$2,394,000	\$0	17.5							10	7	5					39.9			
Bicycle Parking	South	Park Forest Recreational and Parks Bicycle Parking	\$13,090	\$0	21.4							4	8	5					38.2			
Bicycle Facilities	Southwest	Bridgeview Community MultiUse Path	\$1,600,000	\$0	16.1							8	8	6					38.1			
Bicycle Facilities	Southwest	Centennial Trail Completion	\$6,158,000	\$0	12.8							10	5	8					35.8			
Intersection Improvement	Kane	Longmeadow Pkwy at Randall Rd	\$767,600	\$767,600	27.8	2	5	0											34.8		Y	
Bicycle Facilities	Kane	Longmeadow Road Bike Path Extensions	\$381,400	\$0	15.9							10	4	4					34.3			
Direct Emissions Reduction	Chicago	Bus Improvement, Purchase and Install up to 32 Hybrid Engines on 60' Articulate Buses	\$8,112,000	\$8,112,000	18.0										11	0	5	Y	34.0	Need additional DER project to meet 25% funding requirement	Y	
Intersection Improvement	DuPage	Elgin/O'Hare/Thorndale Av and IL 83 Interchange	\$14,234,000	\$0	10.5	6	5	0									10		31.5			
Direct Emissions Reduction	Chicago	Chicago Area Alternative Fuel Deployment Project, Phase 3	\$41,553,000	\$20,800,000	20.9										10	0	0		30.9		Y	
Bicycle Facilities	Chicago	Weber Spur Trail	\$17,996,000	\$0	6.6							8	9	7					30.8			
Transit Service and Equipment	Regionwide	Dempster St Arterial Rapid Transit Project	\$16,705,889	\$0	7.5				12	11									30.0			
Transit Service and Equipment	Chicago	Chicago Av Signal Interconnect and Transit Signal Priority from Austin Blv to Orleans St	\$17,000,000	\$0	16.5				6	8									30.0			
Bicycle Facilities	Chicago	North Branch Trail/Riverwalk Addison Underbridge Connection	\$5,520,000	\$0	3.1							8	10	8					29.6			
Signal Interconnect	Lake	IL 43/Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	\$1,544,000	\$1,544,000	21.4	8	0	0											29.4		Y	
Intersection Improvement	Lake	Fairfield Rd at IL 134	\$683,000	\$0	22.0	6	0	0											28.0			
Bottleneck Elimination	Lake	IL 132/Grand Av at US 41/Skokie Hwy Interchange Improvement	\$12,980,000	\$0	16.5	6	5	0											27.5			
Bicycle Facilities	Chicago	71st St Road Diet Bike Lane	\$2,784,000	\$0	3.7							6	10	8					27.3			
Transit Service and Equipment	Regionwide	Milwaukee Av Arterial Rapid Transit Project	\$9,588,033	\$9,588,033	7.1				9	11									26.6		Y	
Direct Emissions Reduction	Regionwide	Diesel Emission reduction Regional Pace System	\$1,612,800	\$1,612,800	21.0										0	0	5		26.0		Y	
Bicycle Facilities	Chicago	43rd St BikePed Access Bridge to Lakefront Trail	\$19,204,000	\$0	0.0							10	9	6					25.0			
Bicycle Parking	Northwest	Bicycle Lockers at the Schaumburg Metra Bike Station	\$36,000	\$0	3.5							6	10	5					24.9			
Transit Facility Improvement	Regionwide	Regionwide Transit Access Improvements	\$1,928,510	\$1,928,510	8.4							3	8	0			3		22.4		Y	
Intersection Improvement	DuPage	Elgin/O'Hare/Thorndale Av and Wood Dale Rd Interchange	\$8,243,000	\$0	0.9	6	5	0									10		21.9			
Bicycle Facilities	Lake	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	\$1,810,000	\$0	0.0							10	4	8					21.8			
Bicycle Facilities	Lake	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	\$284,000	\$0	0.2							8	5	8					21.1			
Intersection Improvement	Will	I55 at US 52	\$7,724,000	\$0	0.0	6	5	10											21.0			
Bicycle Facilities	Lake	Deerfield Rd from Thornmeadow Rd to Saunders Rd	\$1,728,000	\$0	0.1							8	5	8					20.9			
Other	Chicago	Chicago Bike Sharing Program Expansion and Infill	\$3,000,000	\$3,000,000	20.3														20.3		Y	
Bicycle Facilities	Northwest	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	\$960,000	\$0	0.1							6	8	5					18.8			



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						Reliability Score	CMP Score	Safety Score	Ridership Score	Travel Time Reliability Score	Asset Condition Score	Safety & Attractiveness Score	Accessibility Score	Connectivity Score	Population Sensitivity Score	Health Benefit Score	Public Fleet Score		To be funded	Composite Priority Index	Notes	
Intersection Improvement	Chicago	Damon/Elston/Fullerton Intersection Improvement	\$13,420,000	\$0	3.0	10	5	0											18.0			
Bicycle Facilities	Will	Harlem Av Multiuse Trail from US30/Lincoln Hwy to Laraway Rd	\$1,301,600	\$0	0.5							8	4	4					16.8			
Bicycle Facilities	Will	Sauk Trail and Pfeiffer Rd Trail from Old Plank Rd Trail to Harlem Av	\$1,024,000	\$0	0.2							8	4	4					16.5			
Intersection Improvement	Central	34th St at Oak Park Av	\$264,000	\$0	0.0	6	0	10											16.0			
Bicycle Parking	Chicago	Bike Parking Expansion Program for UIC	\$489,000	\$0	0.0							5	10	0					15.0			
Bicycle Facilities	Lake	Quentin Rd from Main St to White Pine Rd	\$2,583,000	\$0	0.0							8	4	2					13.6			
Intersection Improvement	Lake	IL 120 at Hainesville Rd	\$384,000	\$384,000	0.4	8	5	0											13.4		Y	
Bicycle Parking	Chicago	51st and CTA Bicycle Parking and Encouragement Project	\$401,000	\$0	0.0							1	10	0					11.0			
Intersection Improvement	North Shore	Gross Point Rd at IL 58/Golf Rd	\$1,131,000	\$0	0.0	8	0	0											8.0			
Intersection Improvement	North Shore	Greenwood Rd at W Lake Av	\$80,000	\$0	2.4	4	0	0											6.4			
Bottleneck Elimination	Chicago	I-90 from Cumberland Av to Harlem Av	\$20,000,000	\$0															0.0	Probably not eligible under federal requirements		
Pedestrian	Northwest	Willow Rd Sidewalk Improvements	\$284,000	\$0															0.0	Recommend ped projects only as station access		
Pedestrian	Northwest	US 20/Lake St from Walnut Av to Center Av Sidewalk Project	\$348,000	\$0															0.0	Recommend ped projects only as station access		
Pedestrian	DuPage	Villa Park North Side Sidewalks	\$130,000	\$0															0.0	Recommend ped projects only as station access		
Pedestrian	Lake	Green Bay Rd from Edgewood Rd to Lake Cook Rd	\$216,000	\$0															0.0	Recommend ped projects only as station access		
Pedestrian	Lake	Sheridan Rd from Lakewood Place to Lambert Tree	\$65,800	\$0															0.0	Recommend ped projects only as station access		
Pedestrian	Lake	Pedestrian Bridge over CNRR at McKinley Av	\$3,440,000	\$0															0.0	Recommend ped projects only as station access		
Other	Lake	Lake Cook Commuter Connection TDM	\$148,000	\$0															0.0	TDM in need of better coordination		
Other	Regionwide	Chicagoland Commute Options	\$2,080,000	\$0															0.0	TDM in need of better coordination		
Bicycle Facilities	North Shore	Skokie Valley Trail from Lake Cook Rd to Dempster St	\$394,000	\$0															0.0	Only requesting phase I engineering		