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ILLINOIS COMPETITIVE FREIGHT PROGRAM

Illinois 2023 Competitive Freight Program

Updated November 16, 2022

Illinois Department of Transportation

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1.0 Introduction

The 2023 Illinois State Freight Plan (SFP) is being developed by the Illinois Department of Transportation (IDOT) in accordance with federal guidelines for state freight plans as outlined in the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021. This Plan will build upon existing Illinois related plans and programs, and incorporate national freight planning best practices. This Plan will expand on the previous version - 2017 Illinois State Freight Plan.

The Freight Plan is required to contain a fiscally constrained Freight Investment Plan. The Freight Investment Plan will identify how freight formula funds allocated in the National Highway Freight Program (NHFP) will be used. The 2023 Illinois Competitive Freight Program (ICFP) will be used to develop the Freight Investment Plan. The ICFP will provide the opportunity for IDOT and other stakeholders to submit both highway and intermodal projects for ranking and selection based on a defined set of criteria.

The 2023 Illinois Competitive Freight Program will:

- Operate in accordance with the Infrastructure Investment and Jobs Act (IIJA);
- Support objectivity, equity, and transparency in project selection;
- Leverage funds through local or private participation;
- Provide the opportunity for the Illinois State Freight Advisory Council (ISFAC) to provide input into the development and delivery of the program;
- Align with the goals of the 2023 Illinois State Freight Plan.
  - Prioritize the development of plans and policies and deployment of innovative technologies that help achieve the vision of the State Freight Plan;
  - Drive collaboration and foster partnerships with public agencies and private sector freight stakeholders throughout Illinois;
  - Make investments and implement policies that improve the safety, resiliency, and reliability of access to the multi-modal freight system;
  - Implement a data informed approach to freight asset management, preservation of the multi-modal freight system, and stewardship of public funds; and
  - Incorporate socioeconomic and environmental impacts into freight related decision making.

2.0 Goals for the Illinois Competitive Freight Program

The 2023 Illinois Competitive Freight Program seeks to improve freight efficiency and mobility throughout Illinois by advancing the vision and goals of the draft 2023 Illinois State Freight Plan. In alignment with this vision, the ICFP will seek to advance a safe, efficient, reliable, resilient, and sustainable, intermodal freight system that supports Illinois' competitive position as a global hub, grows the economy, and enhances equity and quality of life for Illinois residents.

The program will focus on achieving the following goal categories:

Highway Measures (Public Roadways):

1. Improving Freight Related Safety
2. Improving Freight Related Reliability
3. Enhancing Freight System Assets
4. Enhancing Freight System Operations
5. Fulfilling Truck Parking Needs

Intermodal Measures (Water or Rail Infrastructure or Facilities):

1. Improving Freight Related Safety
2. Strengthening Modal Connectivity
3. Increasing Mode Shift

Crosscutting Measures (All Modes / Types of Projects):

1. Material Partnerships
2. Project Readiness
3. Equity and Environmental Justice

The ICFP program application is based on quantitative and qualitative *Evaluation Criteria* within each goal area listed above. Projects will be evaluated based on qualitative and quantitative factors that are outlined in Section 5 of this guidance. Importantly, the Crosscutting Measures listed above are applicable for all project types.

IDOT will evaluate projects both within individual goal categories and comprehensively across goal categories to identify the projects most critical for Illinois freight. Projects that score high and/or medium in one or more goal categories are encouraged to apply. IDOT does not expect applicants to respond to every goal category, or for a project to score within every goal category to be competitive.

Highway and Intermodal projects at Phase I, Phase II, or in the construction phase are encouraged to apply. Phase I refers to Preliminary Engineering, Environmental (NEPA) Studies, and Public Coordination. Phase II includes Development of the Final Plan, Land Acquisition, Utility Relocations, and Local Agency Agreements. If applicants are seeking construction phase funding, IDOT prefers that the applicant has Phase 1 underway or completed.

For more specifics on project phasing please see the IDOT pamphlet on highway construction phases, whose definitions of phases will be applied to both highway and intermodal projects. For non-construction projects, applicants will be required to describe how receiving an award will support the project moving towards construction.

As part of the 2023 State Freight Plan, IDOT has identified a Highway Priority Freight Network (PFN). The Illinois highway PFN identification process employed a systematic, data-driven, and stakeholder-informed process. The process uses key metrics for economic competitiveness, goods movement, support to key industries' supply chains, and market access and connectivity.

Scoring guidance for projects on the PFN is available through the Priority Freight Network Map. Applicants are also welcome to submit for projects not located on the PFN but will need to provide additional data to support the application and describe the freight need being addressed. Applicants will also need to provide data to support intermodal project applications and describe the freight need being addressed.

IDOT understands that a wide variety of projects may apply for funding, and IDOT reserves the right to validate and/or recalculate scores within the parameters set by the program guidance. IDOT also reserves the right of discretion to select projects that meet the needs of the Department and the State.

Please see the 2023 Illinois Competitive Freight Program website for additional guidance. For any additional guidance related to program goals and project eligibility, please submit a question to Janel Veile at **DOT.ILFreightPlanning@Illinois.gov.**

3.0 CFP Information for Applicants

3.1 Schedule

Application period opens	November 14, 2022
Application Deadline	December 19, 2022 (11:59:59pm CDT)
ISFAC Reviews Project List	January 19, 2023
Finalize Rankings	February, 2023
Announce Successful Projects	Spring, 2023

3.2 Funding

Illinois anticipates funding of approximately $200 million ($50 million per year) of National Highway Freight Program funds in years FY2023-FY2026 through the Infrastructure Investment and Jobs Act (IIJA). This is the amount distributed to Illinois by state specific formula. The maximum award amount for a project will be the full amount of federal funds provided for the fiscal year in which the project is programmed. If possible, IDOT is committed to achieving the federal maximum allocation on intermodal projects, which is 30 percent. Therefore, the maximum allocation for intermodal projects will be approximately $15 million per fiscal year. This may impact the maximum award size for non-intermodal projects.

3.3 Eligibility

Local, state, or federal governmental agencies such as Cities, Counties, Transportation Authorities, Metropolitan Planning Organizations or Regional Planning Commissions are eligible to apply for this program. Project proposals involving a private entity must have a public sponsor.

The competitive program will be open to all activities identified as eligible in the Infrastructure Investment and Jobs Act (See Appendix A) including all phases of project development and implementation (preliminary engineering, land acquisition, final design, construction, etc.). Applicants will be required to specify the phase for which they are requesting freight formula funds. There is no guarantee to fund future phases. Applications for pre-construction phases must provide a project funding/delivery strategy that demonstrates a high likelihood that pre-construction phase funding will lead to delivery of a construction project.

This is a federal program that will require a federal authorization. Local agencies receiving an award must execute an Intergovernmental Agreement (IGA) with IDOT prior to expending funds under this program. Federal funds may not be used to reimburse expenses or activities that occurred prior to the IGA or federal authorization; nor can expenditures made prior to execution of any required IGA be allowable for credit as non-federal matching funds. However, our project evaluation process will award points to projects that include material partnerships and have moved through Phase I, Phase II or other project development phases.

Eligibility Limitations

Freight formula funds may only be applied to projects on the Primary Highway Freight System (as previously established by the United States Department of Transportation), on designated Critical

Urban Freight Corridors, or on designated Critical Rural Freight Corridors. A preliminary listing of these critical corridors can be found on IDOT's webpage. If a project is not on the Primary Highway Freight System and is not identified on the preliminary listing of Critical Urban and Rural Freight Corridors, applicants must specify this within the application and comprehensively explain the importance of the proposed project/route to justify designation as a critical freight corridor. *IDOT will submit final critical corridor designations after project selection to ensure that all awards are on eligible segments of roadway.* Additional information regarding the Primary Highway Freight System, Critical Urban Freight Corridors, Critical Rural Freight Corridors, and the Highway Priority Freight Network (PFN) can be found in Section 4.2.

The IIJA also allows up to 30% of each fiscal year's freight formula funds to be awarded to intermodal projects designed to improve the flow of freight into and out of a freight intermodal or a freight rail facility. These projects may include those within the boundaries of public or private freight rail or port and waterway facilities. The IIJA requires these projects to provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility. Airport facilities are not identified in this intermodal description in the IIJA so projects on airport property are not eligible. However, the program will consider a project on a public roadway providing access to an airport facility. New intermodal eligibility under the IIJA also allows for the modernization or rehabilitation of a lock and dam and allows for a project to be located on a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are functionally connected to the National Highway Freight Network and likely to reduce on-road mobile source emissions.

3.4 Partnerships

Public-Public and Public-Private Partnerships are strongly encouraged. The creation of partnerships helps to convey strong stakeholder support and can help to leverage these limited federal freight formula funds. Any Level of material partnership will be considered positively when ranking applications. If a project is for a private facility, it must have a public sponsor as described in Section 3.3.

Private funds will be required to pass through a governmental partner agency. Financial assurances must be provided for any local/private financial participation.

IDOT will consider a request to co- sponsor a project with local agency and/or a private entity. Partnerships requests should be directed to the applicable IDOT Region Engineer, or District Program Development Engineer (see Appendix B).

3.5 Matching Requirements

Non-federal matching funds will be required. Match requirements will be confirmed at the time of the award. Applicants should assume a maximum of 80% federal funds (up to 90% may be available on the Interstate System). Local applicants must identify the source of non-federal matching funds and provide reasonable assurances these funds are available and sufficient to complete the project. Reasonable assurances may include a local government resolution or other documentation of a funding commitment. Projects sponsored solely by IDOT will have matching funds programmed at time of award. A goal of this program is to promote partnerships and participation in the funding of infrastructure investments. Local/private financial contributions above the minimum non-federal matching requirements will be viewed favorably in final programming decisions.

3.6 Project Ranking Process

A project ranking and selection committee consisting of Illinois Department of Transportation Planning, Programming, Local Roads and/or District staff will review all applications and rank them using the evaluation criteria in each goal area. The Illinois State Freight Advisory Council (ISFAC) will be provided an opportunity to review project rankings and provide input on how well each project supports the goals of the 2023 Illinois State Freight Plan.

The project ranking and selection committee will develop a recommended program based upon the project rankings using the evaluation criteria. The committee will also apply professional judgement that may cause the recommended program to differ from the ranking. Judgement may include consideration of full use of annual apportionment of available freight formula funds, geographic distribution, leverage of funds and addressing all goal areas of the program.

3.7 Funding Distribution Goals

IDOT recognizes the importance of the entire transportation network to efficient freight mobility. Geographic and modal distribution of freight formula funds will occur to ensure that important freight projects are implemented throughout Illinois.

3.8 Awards and Programming

The 2023 Competitive Freight Program project ranking will be the basis for development of a fiscally constrained five-year program. These funds will be programmed based on state fiscal year. Freight formula funding amounts will be set based on IIJA funding levels of approximately $49.6 million per year for FY23 – FY26.

Once a notice of award is received, the project sponsor will need to work with IDOT or the applicable Metropolitan Planning Organization to ensure the project is included in any applicable Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Private and/or local funds must be identified in the STIP/TIP. Inclusion in the STIP/TIP will be required prior to the authorization of federal funds.

3.9 Program Management

IDOT will employ active program management to ensure funds are expended in a timely manner. It is expected that award recipients will begin activity on their funded project immediately after award. Local applicants will be required to execute an IGA and obtain Federal Authorization within the fiscal year of project programming, unless IDOT approval of a different schedule is granted.

The sponsor agency must submit a delivery schedule with expenditure related milestones within 90 days of the notice of award. This expenditure delivery schedule must be approved by IDOT prior to the obligation of freight formula funds. Please see Appendix C for further information.

IDOT approval of an expenditure delivery schedule will constitute an agreement between the applicant and IDOT. Unless specifically approved, funds allocated for project development or right-of-way costs must be ***expended*** by the end of the second fiscal year following the fiscal year in which the funds were allocated (Program year plus 2 years). The implementing agency

must invoice regularly throughout project delivery and must provide a final invoice to IDOT no later than 180 days after the fiscal year in which the final expenditure occurred.

The project selection committee will identify a contingency list of projects capable of being amended into the program in the event a programmed project has returned award savings or is removed from the program.

Construction authorizations are valid for nine months from the date of federal authorization. If construction contract letting and award has not occurred within nine months of authorization the IDOT project ranking and selection committee must approve an extension or funds may be rescinded and programmed to a contingency project. After letting and award of a construction contract, the implementing agency has up to 36 months to complete all work and expenditures associated with the contract (including construction final acceptance).

Delivery Deadline Extensions

If an applicant identifies a delay that will prevent them from meeting a milestone within their approved expenditure delivery schedule they may submit a written request to amend the schedule. The ultimate delivery deadline should still be met and a plan on how the applicant will mitigate schedule delays and maintain their delivery deadline will be required. IDOT may only approve a single amendment of the delivery schedule and will do so only if unforeseen and extraordinary circumstances beyond the control of the responsible agency has occurred. If a project or phase will not be ready for authorization as programmed, IDOT may remove it from the program and replace it with a project from the contingency list or move it to a later fiscal year to ensure full use of each fiscal year funding.

All requests for project delivery deadline extensions shall be submitted directly to IDOT – Central office – Bureau of Planning (DOT.IL.FreightPlanning@illinois.gov) for processing. The extension request should describe the specific circumstance that justifies the extension and identifies the delay directly attributable to the circumstance. Inability to meet delivery deadlines due to agency staffing, other priorities, inability to provide required match or inability to deliver a federally funded project may result in removal from the program. IDOT will review the proposed extension requests and respond in writing to the sponsor agency. In the event the requested extension is not justifiable, IDOT will remove it from the program and reallocate them towards a project on the contingency list. Applicants should be aware that all expended federal funds will be subject to repayment when *either* ROW acquisition or construction has not started by the close of the 10th fiscal year following the fiscal year when the project was initially federally authorized

Project Inactivity

Once funds for a project are authorized and awarded, awardees are expected to invoice on a regular basis. Failure to do so will result in the project being deemed “inactive” and subject to Federal de- obligation if proper justification is not provided. If this occurs, awardees should be aware that repayment of Federal funds may be required.

Project Reporting

The implementing agencies will report project status to the IDOT project ranking and selection committee on a semi-annual basis (January 1 and July 1). The report will include information on the activities and progress made toward implementation of the project including performance meeting the expenditure delivery schedule. The purpose of the report is to ensure that the

project achieves the objectives of the program, is executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the award phase being completed or fully implemented, the sponsor agency/applicant must provide the IDOT project ranking and selection committee with a final delivery report which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs, by component and fund type, as compared to the approved project budget at allocation.
- The duration as compared to the project schedule in the project application as well as in comparison to the fund expenditure plan.
- Performance outcomes and benefits derived from the project as compared to those described in the project application, including goal areas (e.g. safety), equity and environmental justice. This should include an explanation of the methodology used to quantify the benefits.

4.0 Application Requirements

Applicants will complete an online application that identifies the project and provides information pertaining to the goal measures. Points will also be awarded for the other goal area measures as well as the cross-cutting measures that apply to all projects. Applicants will be required to clearly respond to all required items including and not limited to:

- Project title;
- A description of the project purpose, scope, benefits, and location;
- A map (or maps) of the project location denoting the project site;
- A detailed cost estimate for the project (see below regarding cost estimating and cost overruns);
- Total project cost;
- The readiness of the phase/project to be delivered (status in project development);
- Identification of how the project addresses the goals of the 2023 Illinois State Freight Plan and Competitive Freight Program;
- Identification of multi-jurisdictional and financial support for the project.

Applications will be submitted on-line. Supporting documents should be included within the application. Applicants can save their progress and return to the form later by creating a username and password at the top of the first page of the form. This username and password are specific to the form and will be kept confidential. Once the applicant has created an account, form progress can be saved at the bottom of each page of the application. Saving progress will not log you out of the application.

If applicants are unable to submit documentation via the application, information can be emailed to DOT.ILFreightPlanning@illinois.gov. IDOT asks that a maximum of one email containing supporting material, per project, is submitted. Email submissions should place the project title in the subject line and in each file name. A confirmation of email receipt will be sent to each applicant.)

Applications must be received by 11:59:59 PM CST December 19, 2022.

Letters of stakeholder support are encouraged and must be submitted with the supplemental information requested from the application.

Applicants are required to comply with all applicable local, state, and federal laws, regulations, policies, and procedures.

Cost estimates should be developed using the highest level of design detail and most current unit costs available at the time of application. **Cost overruns will be the responsibility of the applicant.** No increase in freight formula funds will be granted after award. Cost estimates should therefore reflect full phase/project costs and be in year of expenditure dollar amounts. IDOT recommends local applicants coordinate with the applicable District Bureau of Local

Roads and Streets (BLRS) staff (See Appendix B) for review of the project costs estimate and readiness. Coordination with IDOT BLRS is very important to provide confidence in the validity of cost estimates and readiness and should be documented in the application cover letter.

Non-IDOT applicants must be registered through the Grant Accountability and Transparency Act (GATA) grantee portal, and all pre-award requirements must be fulfilled. The grantee portal link can be found at https://grants.illinois.gov/portal/. For general GATA information, please visit https://www.illinois.gov/sites/GATA/Pages/default.aspx.

Prior to submission, please review the application and ensure you have answered all required questions, and have provided proper data and responses to the best of your abilities. If you have any questions about the application process, please refer to the resources the 2023 Illinois Competitive Freight Program website or contact Janel Veile at DOT.ILFreightPlanning@illinois.gov.

4.1 General Project Information

General project information will be collected as part of the application. This will include information within the following tables:

TABLE 4.1 APPLICANT INFORMATION

General Project Information	Responses and Requirements
1. Project Title	Please give the project a concise title by which the project can be referred to by name. This question is mandatory.
2. Primary Contact Person	Please indicate the primary contact person for this project. This question is mandatory.
3. Title of Contact	Please indicate the primary contact person for this project. This question is mandatory.
4. Agency	Please indicate the agency of the primary contact for this project. This question is mandatory.
5. Address	Please indicate the street address of the primary contact for this project. This question is mandatory.
6. City	Please indicate the city of the primary contact for this project. This question is mandatory.
7. County	Please indicate the county the project is located in. This question is mandatory.
8. Zip Code	Please indicate the zip code of the primary contact for this project. This question is mandatory.
9. Contact Phone	Please indicate the phone number of the primary contact for this project. This question is mandatory.
10. Contact E-mail	Please indicate the e-mail for the primary contact for this project. This question is mandatory.

TABLE 4.2 PROJECT INFORMATION

Project Information	Responses and Requirements
11. Project Description	Please provide a concise yet detailed description of the project. Include what the perceived issue is causing the need for the project and proposed solution for resolving that need. Limit this to 300 words or less. This question is mandatory.
12. Project Diagram / Sketch	This question is mandatory.
13. Location Map	This question is mandatory.
14. Project Inclusion in Plan	Please provide a concise yet detailed explanation of the project's inclusion in any local, county, regional, modal or statewide plan. Provide a link to the plan and description of how the project is included. Limit this to 300 words or less. This question is not mandatory.
15. Project Municipality or Township	Please indicate the municipality or township the project is located in. This question is mandatory.
16. Name of Project Route/Rail Facility/Port	If the project is on a highway - please indicate the main route the project is located. If the project is located on a rail facility – please indicate the name of the rail facility. If the project is located within a port – please indicate the name of the port. This question is mandatory.
17. From Location (South/West Limit)	Please indicate the most south or west limit of the project if the project is a segment rather than a point. This question is not mandatory.
18. To Location (North/East Limit)	Please indicate the most north or east limit of the project if the project is a segment rather than a point. This question is not mandatory.
19. Project Length in Miles	Please indicate the length of the project in miles. This question is not mandatory.
20. Project Website	Please provide a URL to a project website if one exists. This question is not mandatory.

Project Information	Responses and Requirements
21. Project Sponsor	Please indicate who the project sponsor is. The project sponsor is who IDOT would be entering into an Intergovernmental Agreement with to implement the project. If IDOT is completing the project, the project sponsor would be IDOT. This question is mandatory.
22. Letters of Support	Please upload letters of support to the online application.

TABLE 4.3 REGISTRATION INFORMATION

Registration Information	Responses and Requirements
23. TIP ID	If the project is located within a Metropolitan Planning Organization boundary and has a TIP number, please include it. This question does not require a response.
24. State Job Number	If the project has a state job number, please enter it here. If there is more than one state job number, separate them by commas. This question does not require a response.
25. Federal Project Number	If the project has a federal job number, please enter it here. If there is more than one federal project number, separate them by commas. This question does not require a response.
26. PPS Number	If the project has a PPS number, please enter it here. If there is more than one PPS number, separate them by commas. This question does not require a response.
27. GATA Number	Enter the GATA Number of the project sponsor. In order to receive any state funds, a local project sponsor must be registered through the GATA portal. It is anticipated most local project sponsors are already registered. Finance and Administration staff at the local project sponsor agency should be able to provide the GATA number. This question is only required for non-IDOT applicants.

TABLE 4.4 FUNDING INFORMATION

Funding Information	Responses and Requirements
28. Total Project Cost	Enter the total cost of the project from all pre-construction phases through construction phases. All costs should be considered whether they have been expended or not. This question is mandatory.
29. Freight Formula Funds Requested	Enter the amount of federal funds requested through the four years of this grant program. If multiple phases are being requested for using the freight formula funds over the four year period, please sum them, regardless of phase or year, and enter them here. This question is mandatory.
30. Finance Table	Complete a project financing table indicating the amount of funds to implement this project by year and fund sources. This form is available here: http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/ProjectFinancialInformationTemplate.xlsx. Detailed instructions are available within the form. Upload the form to the online application. If you are unable to upload the forms, please send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov This question is mandatory.
31. Detailed Project Cost Estimate	Complete an estimate of cost using IDOT's BDE 213 form. The form is available here: http://www.idot.illinois.gov/Assets/uploads/files/IDOT-Forms/BDE/BDE%20213.xlsm. Upload the form to the online application. If you are unable to upload the forms, please send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov This question is mandatory.
32. Funding Eligibility	Please indicate whether the project is located on the Primary Highway Freight System, Critical Urban Freight Corridor, or Critical Rural Freight Corridor. Please see eligibility requirements for more information on the freight network. Further eligibility requirements for inclusion as a Critical Urban Freight Corridor or Critical Rural Freight Corridor is available in Appendix C of this document. This question is mandatory.

Funding Information	Responses and Requirements
33. If funding is being sought for non-construction funds, please provide a project funding/delivery strategy that demonstrates a high likelihood that pre-construction phase funding will lead to delivery on a construction project.	This question is mandatory only for projects seeking non-construction funds. Phase I and Phase II projects are encouraged to apply. According to IDOT, Phase I includes the Engineer Study, Environmental Study and Public Coordination, which usually takes one to three years for completion. Phase II includes the Development of the Final Plan including contracting, land acquisition, utility relocations, and local agency agreements. This usually takes one year to complete. Please explain how receiving a grant will support the applicant in moving towards construction of the project. Limit responses to 300 words.
34. Financial assurance letters and documents	Please upload to the online application. This question is mandatory.
35. Conflict of Interest Form (Uniform Grant Agreement Affidavit of Disclosure of Conflicts of Interest-Grantee)	Please use the 2023 Illinois Competitive Freight Program website to fill out the form and upload it to the online application. If you are unable to upload the forms, please send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov This question is required for non-IDOT applicants.
36. Uniform Budget Template	Please use the Illinois Competitive Freight Program website to fill out the form and upload it to the online application. If you are unable to upload the forms, please send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov This question is required for non-IDOT applicants.

Funding Information	Responses and Requirements
37. Uniform Grant Application	Please use the Illinois Competitive Freight Program website to fill out the form and upload it to the online application. If you are unable to upload the forms, please send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov This question is required for non-IDOT applicants.
38. N/A	Question 38 has been removed.

TABLE 4.5 SUPPLEMENTAL FREIGHT INFORMATION

Supplemental Freight Information	Responses and Requirements
38. Location Identification	Is there any part of the project that is in an urbanized area? An urbanized area is an incorporated area with a population of 50,000 or more. This question is mandatory.
39. Freight Project Identification	Roadways critical to freight in Illinois have been identified as part of the 2023 Illinois State Freight Plan. A map of these roadways, the Priority Freight Network (PFN) is included in the scoring tool. Is the project on the Priority Freight Network? This question is mandatory.
39a. Priority Freight Network Unique Identification	If a highway project is located on the PFN, please include the Unique ID(s) here. A project may have multiple identification numbers for multiple segments, please include all identification numbers if applicable. This is mandatory only for projects on the Priority Freight Network.
39b. Freight Project Supplemental Information	For projects not on the Priority Freight Network (including all intermodal projects), applicants must comprehensively explain why the project is an important route for freight movement and how the project implements the goals of the Illinois Competitive Freight Program (see Section 2.0 of the Program Guidance for more information). This is mandatory only for projects not on the Priority Highway Freight Network including intermodal projects.
40. Modal Selection	Is the project a highway or intermodal project? This question is mandatory.

5.0 Illinois Competitive Freight Program Goals and Performance Measures

Applications will be evaluated on both quantitative and qualitative factors. Applicants must identify how the project addresses a freight need and supports the goal areas of the CFP. IDOT will evaluate the projects both by looking at individual goal categories and comprehensively across goal categories to identify projects most critical for Illinois freight. **Projects that score high and/or medium in more than one goal category are encouraged to apply.** IDOT does not expect projects to score within every goal category to be competitive.

5.1 Overview of Highway Goal Areas

Goal areas and measures for highway projects are summarized in Table 5.1

TABLE 5.1 GOAL AREAS AND MEASURES FOR HIGHWAY PROJECTS

Goal Area	Qualitative Justification	Quantitative Measures
1. Safety	1a. Describe how the project enhances the safety of the Illinois highway system	1b. Truck Involved Crashes 1c. Truck Involved Crash Rate 1d. Truck Involved Severe Injury or Fatal Crash Rate
2. Reliability	2a. Describe how the project enhances the reliability of the Illinois highway system	2b. Truck Bottleneck Locations 2c. User Cost of Congestion 2d. At-Grade Highway-Related Crossings (Truck Hours of Delay per Day)
3. System Enhancements	3a. Describe how the project enhances the condition and/or technology of the Illinois highway system	3b. Bridge Condition 3c. Pavement Condition 3d. Traveler Information Needs 3e. Traffic Incident Management Needs
4. Operational Needs	4a. Describe how the project addresses operational needs on the Illinois highway system	4b. Bridge Weight Restrictions 4c. Vertical Clearance Limitations 4d. Oversize/Overweight (OSOW) Restrictions

Goal Area	Qualitative Justification	Quantitative Measures
		4e. Inadequate Travel Lanes 4f. Inadequate Shoulder Lanes
5. Truck Parking	5a. Describe how the project improves truck parking on the Illinois highway system.	5b. Truck Parking Demand-to-Capacity Ratio 5c. Fatigue-related Crashes 5d. Crashes Involving Parked Trucks

As part of the 2023 State Freight Plan, IDOT has identified a Highway Priority Freight Network (PFN). Scoring guidance for projects on the PFN is available through the Priority Freight Network Map. Applicants are also welcome to submit for projects not located on the PFN but will need to provide additional data to support the application and describe the freight need being addressed.

5.2 Scoring Information for Highway Projects on the Priority Freight Network (PFN)

For technical support with the Priority Freight Network Map, please reach out to idotcfp2022@gmail.com.

IDOT has identified a network of roadways important to Illinois freight as part of the 2023 Illinois State Freight Plan. Data on these roadways, the Priority Freight Network (PFN) is available to applicants to support their CFP application at the interactive map. Screenshots of the map are shown below.

To locate the data needed for the application, select the desired measure then select the desired segment and the information will be displayed within a pop up. The CFP (for highway projects) is analyzed along five goal areas: Safety, Reliability, System Enhancements, Operational Needs, and Truck Parking**.** There are a total of seventeen measures across the five goal areas and they each represent a layer within the map.

FIGURE 4.1 PRIORITY FREIGHT NETWORK MAP

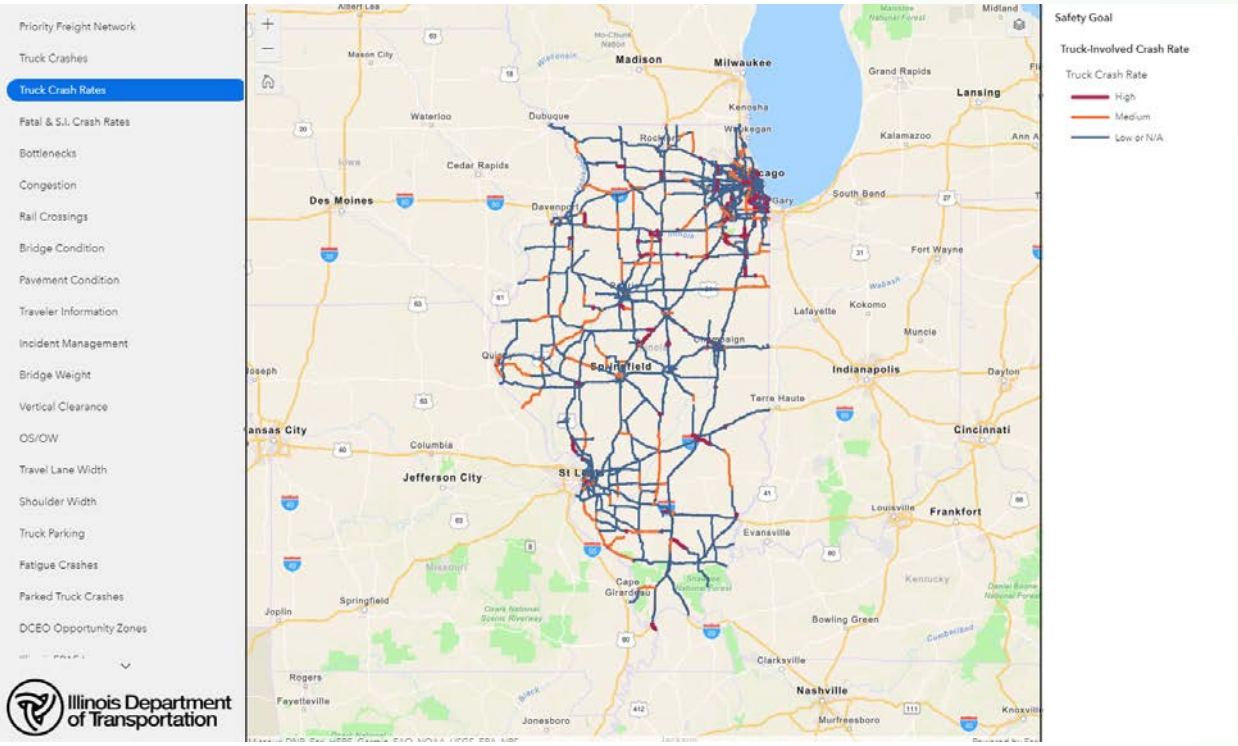
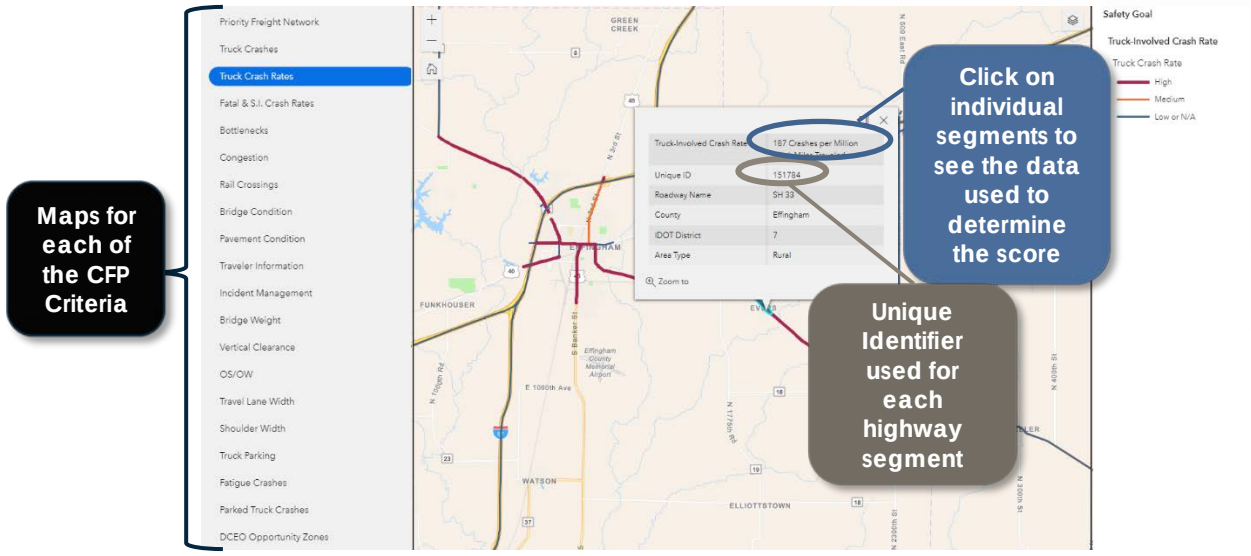
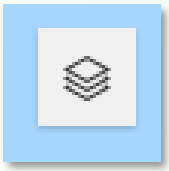


FIGURE 4.2 PRIORITY FREIGHT NETWORK MAP DEMONSTRATION

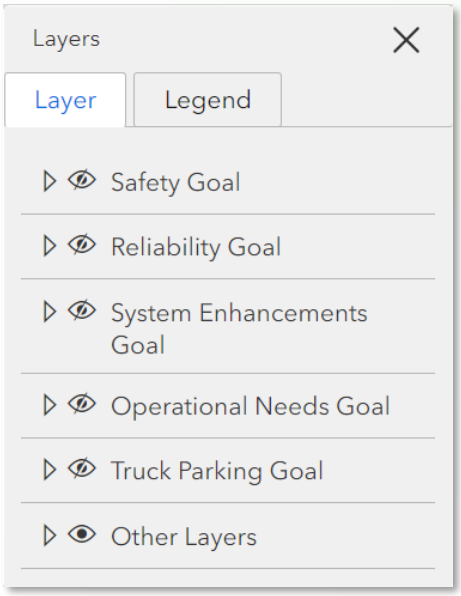


Navigating the Map



- The layers are displayed along the left-hand side of the screen;
- The corresponding map to the selected layer with scoring is displayed in the middle;
- The Goal Area and Measures with legend are displayed along the right side.

Toggling Layers



- Layers that display intermodal facilities, rail facilities, Critical Rural Freight Corridors, Critical Urban Freight Corridors, Primary Highway Freight System (PHFS), and IDOT Transportation Districts can be toggled on and off from the layer square in the top right corner of the map screen.
- To display these layers ensure that the eye next to "Other Layers" does not have a slash and toggle on the desired layer.
- Layers that display the measures listed on the left-hand side can be toggled on and off from this section as well, but it will not be needed when selecting from the layers along the left-hand side.
- Each layer displays scores of the measures ranging from low—high for segments along the Priority Freight Network (PFN). The PFN was designated through a series of stakeholder engagements within each IDOT district to determine roadways that are vital to the movement of freight within the state.
- Measures shown within the map were scored independently by rural and urban segments to account for the variations in traffic patterns/volumes and population. Segments with a population greater than 50,000 were designated as Urban and segments with a population less than 50,000 were designated as rural. Below is a breakdown of what each layer within the map displays, how each measure was scored within the layer, and insight on the different breakpoints used for urban and rural segments.

Data Sources

- IDOT: IRIS 2020 data.
- IDOT Truck Parking Study.
- Highway Performance Monitoring System (HPMS).
- National Performance Management Research Data Set (NPMRDS).

- Federal Railroad Administration.
- Transportation Asset Management Plan.
- National Bridge Inventory.
- Illinois State Police.
- Traffic Management Centers.

IDOT understands that a wide variety of project may apply for funding, and IDOT reserves the right to recalculate scores based on industry standards and other available data.

5.3 Highway Goal Areas and Measures

Goal Area #1—Safety

To score points in the Safety category, applicants must demonstrate how the project contributes to improving safety of Illinois highways.

The following qualitative and quantitative safety measures are available for scoring.

1a. Qualitative Justification

Applicants must describe how the project enhances the safety of the Illinois highway system. Limit response to 300 words. This question is required in order to receive points in the Safety Goal Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

1b. Truck Involved Crashes

This metric measures the number of crashes per mile that occurred between 2015-2019 on Illinois roadway corridors.

Instruction: Applicants should report the highest *Truck Crashes* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest truck-involved crash value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source and Methodology: Priority Freight Network Map, Truck-Involved Crashes.

Truck-involved crashes per mile were calculated using IDOT Crash Data from 2015 - 2019. Crashes per mile were calculated at the corridor level by adding up the number of truck crashes on the corridor and dividing by the length of the corridor in miles. Corridors were defined by a common INVENTORY ID field in the IRIS roadway network data.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.2 HIGHWAY SAFETY – TRUCK INVOLVED CRASHES SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> 6 Crashes per mile	> 1 Crash per mile	100
MEDIUM	3-6 Crashes per mile	0.5 – 1 Crash per mile	50
LOW	< 3 Crashes per mile	< 0.5 Crashes per mile	0

1c. Truck Involved Crash Rate

This metric measures the rate of crashes per hundred million truck vehicle miles traveled that occurred between 2015-2019 on Illinois roadway corridors.

Instruction: Applicants should report the highest *Truck Involved Crash Rate* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest truck-involved crash rate, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source and Methodology: Priority Freight Network Map, Truck Crash Rate.

This layer displays the truck-involved crash rate along each segment. To calculate the truck-involved crash rate per 100 million truck vehicle miles traveled the following formula was used:

$$\frac{Total\ Truck\ Crashes}{(365 \times Daily\ Truck\ Vehicle\ Miles\ Traveled)} \times 10^8$$

The truck-involved crash rate was scored on a corridor level by adding up the number of truck crashes on the corridor, the total truck vehicle miles traveled on the corridor, and calculating the crash rate. Corridors were defined by a common INVENTORY ID field in the IRIS roadway network data. This data was calculated using IDOT Crash Data from 2015 – 2019.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.3 HIGHWAY SAFETY – TRUCK CRASH RATE SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> 500 Crashes per Million Truck VMT (MTVMT)	> 150 Crashes per MTVMT	100
MEDIUM	250–500 Crashes per MTVMT	75–150 Crashes per MTVMT	50
LOW	< 250 Crashes per MTVMT	< 75 Crashes per MTVMT	0

1d. Truck Involved Severe Injury or Fatal Crash Rate

This metric measures the rate of fatal and severe injury crashes per hundred million truck vehicle miles traveled that occurred between 2015-2019 on Illinois roadway corridors.

Instruction: Applicants should report the highest *Truck-Involved Severe Injury or Fatal Crash Rate* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest fatal or severe injury truck-involved crash rate, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Fatal and Serious Injury Crashes.

This layers displays the scores for the fatal injury and serious injury truck-involved crash rates along each segment with data from IDOT. To calculate the fatal and severe injury truck-involved crash rate per 100 million truck vehicle miles traveled the following formula was used:

$$\frac{Fatal\ and\ Severe\ Injury\ Truck\ Crashes}{(365 \times Daily\ Truck\ Vehicle\ Miles\ Traveled)} \times 10^8$$

The fatal and severe injury truck-involved crash rate was scored on a corridor level by adding up the number of truck crashes that involved a fatality or serious injury on the corridor, the total truck vehicle miles traveled on the corridor, and calculating the crash rate. Corridors were defined by a common INVENTORY ID field in the IRIS roadway network data. This data was calculated using IDOT Crash Data from 2015 – 2019.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.4 HIGHWAY SAFETY – TRUCK INVOLVED SEVERE INJURY OR FATAL CRASH RATE SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> 25 Crashes per MTVMT	> 15 Crashes per MTVMT	100
MEDIUM	10–25 Crashes per MTVMT	7.5–15 Crashes per MTVMT	50
LOW	< 10 Crashes per MTVMT	< 7.5 Crashes per MTVMT	0

Goal Area #2—Reliability

To score points in the Reliability category, applicants must demonstrate how the project contributes to improving reliability of Illinois highways.

The following qualitative and quantitative reliability measures are available for scoring.

2a. Qualitative Justification

Applicants must describe how the project enhances the reliability of the Illinois highway system. Limit response to 300 words. This question is required in order to receive points in the Reliability Goal Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

2b. Truck Bottleneck Locations

This metric measures projects that are addressing truck bottlenecks that were identified under the 2021 IDOT Truck Bottleneck Study.

Instruction: Applicants should report the *Truck Bottleneck Locations* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest bottleneck designation, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

If using an alternative data source, please explain why the location is a truck bottleneck and/or is a good candidate for a project. Please refer to how you calculated the truck bottleneck classification within your project boundaries and submit your answer, calculation methodology, and data sources.

Source: Priority Freight Network Map, Bottlenecks.

This layer scores segments by bottleneck locations with data from the 2021 IDOT Truck Bottleneck Study.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.5 HIGHWAY RELIABILITY – TRUCK BOTTLENECK LOCATIONS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Good or potentially good candidate for project development	Good or potentially good candidate for project development	100
MEDIUM	Outside of the top 75 bottleneck locations and needs further evaluation or not a good candidate for project development	Outside of the top 75 bottleneck locations and needs further evaluation or not a good candidate for project development	50
LOW	Not a truck bottleneck	Not a truck bottleneck	0

2c. User Cost of Congestion

This metric measures projects that are addressing congestion on Illinois roadways, as measured by the User Cost of Congestion used in the 2021 IDOT Truck Parking Study.

Instruction: Applicants should report the highest *User Cost of Congestion* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest User Cost of Congestion value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

If using an alternative data source, please explain how you calculated the user cost of congestion or other truck travel time reliability measure, (e.g. TTTR) within the project boundaries. Please submit your answer, calculation methodology, and data sources.

Source: Priority Freight Network Map, Congestion.

This layers scores segments by the User Cost of Congestion pulled from the National Performance Management Research Data Set (NPMRDS) 2019 data. The methodology for calculating the user cost of congestion is presented in *NCHRP Research Report 925*[1] and was also used as the basis for identifying truck bottlenecks in the 2021 IDOT Truck Bottleneck study.

Scoring: A maximum of 100 points will be awarded according to:

[1] https://www.trb.org/NCHRP/Blurbs/180007.aspx

TABLE 5.6 HIGHWAY RELIABILITY – USER COST OF CONGESTION SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> than $5,000 dollars per day	> $1,000 dollars per day	100
MEDIUM	$2,500–$5,000 dollars per day	$500–$1,000 dollars per day	50
LOW	< $2,500 dollars per day	< $500 dollars per day	0

2d. At-Grade Highway-Rail Crossings

This metric measures the average daily hours of truck delay that occur at at-grade highway-rail crossings on Illinois highways.

Instruction: Applicants should report the *At-Grade Highway-Rail Crossings (Truck Hours of Delay per Day)* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the average daily hours of truck delay value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Rail Crossings.

This layer scores the segments by the truck hours of delay per day at at-grade highway related crossings. Unlike other layers that were scored independently by urban and rural, this layer is scored by rail crossings within the Chicago Area and those Outside of the Chicago area. The data for this layer was prepared by the Chicago Metropolitan Agency for Planning (CMAP) and pulled from Federal Railroad Administration, IDOT, ICC, and CMAP data.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.7 HIGHWAY RELIABILITY – AT-GRADE HIGHWAY-RAIL CROSSING DELAY SCORING

SCORE	Chicago Area	Outside of Chicago Area	Points Awarded
HIGH	> 10 Hours	> 3 Hours	100
MEDIUM	5–10 Hours	1.5–3 Hours	50
LOW	< 5 Hours	< 1.5 Hours	0

Goal Area #3—System Enhancements

To score points in the System Enhancements category, applicants must demonstrate how the project contributes to enhancing the condition or technology of Illinois highways.

The following qualitative and quantitative System Enhancement measures are available for scoring.

3a. Qualitative Justification

Applicants must describe how the project enhances the condition and/or technology of the Illinois highway system. Limit response to 300 words. This questions is required in order to receive points in the System Enhancements Goal Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

3b. Bridge Condition

This metric measures bridges that are in poor condition and whose condition may be worsened by high truck volumes.

Instruction: Applicants should report the *Bridge Condition* found within the boundaries of the project as well as the amount of Heavy Commercial Vehicles (HCV) on the segment that overlaps with the bridge. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring bridge condition and HCV values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Bridge Condition.

This layer displays scores for bridge conditions. The scoring considers both bridge condition and HCV. A bridge in poor condition is defined as a bridge where any component has an NBI conditional rating less than 5. Culverts are excluded from this category. The data for this layer was pulled from IDOT, the Transportation Asset Management Plan, and the National Bridge Inventory.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.8 HIGHWAY SYSTEM CONDITION – BRIDGE CONDITION SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Bridge Condition Issue AND Heavy Commercial Volume (HCV) > 5,000	Bridge Condition Issue AND HCV > 2,500	100
MEDIUM	Bridge Condition Issue AND HCV of 1,000–5,000	Bridge Condition Issue AND HCV of 500–2,500	50
LOW	No Bridge Condition Issue OR HCV < 1,000	No Bridge Condition Issue OR HCV < 500	0

3c. Pavement Condition

This metric measures roadways with pavement that is in poor condition and whose condition may be worsened by high truck volumes.

Instruction: Applicants should report the *Pavement Condition* found within the boundaries of the project as well as the HCV on the overlapping segments. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring pavement condition and HCV values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Pavement Condition.

This layer displays the scores for pavement condition. The scoring considers pavement conditions and HCV. Poor pavement condition is defined as a Condition Rating Survey (CRS) value of 5.0 or less on non-Interstates and 5.5 or less on Interstates. The data was pulled from IDOT and the Transportation Asset Management Plan.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.9 HIGHWAY SYSTEM CONDITION – PAVEMENT CONDITION SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Pavement Condition Issue AND HCV > 5,000	Pavement Condition Issue AND HCV > 2,500	100
MEDIUM	Pavement Condition Issue AND HCV of 1,000–5,000	Pavement Condition Issue AND HCV of 500–2,500	50
LOW	No Pavement Condition Issue OR HCV < 1,000	No Pavement Condition Issue OR HCV < 500	0

3d. Traveler Information Needs

This metric measures parts of the PFN which may benefit from additional technology investments that provide information to travelers, such as dynamic messaging signs. It identifies these areas based on proximity to existing dynamic messaging signs and that see a certain level of truck volumes and are along corridors where truck travel times are unreliable.

Instruction: Applicants should report the *Traveler Information Needs* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring proximity to dynamic messaging sign, HCV, and TTTR values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Traveler Information Needs

This layer shows scoring for traveler information needs. The scoring considers if a segment is within 5 miles of a dynamic messaging sign, HCV, and TTTR. The data for this layer was pulled from the IDOT Intelligent Transportation System inventory, traffic management centers, and 2019 NPMRDS data.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.10 HIGHWAY SYSTEM CONDITION – TRAVELER INFORMATION NEEDS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Outside of 5 Miles of Existing Dynamic Messaging Sign (DMS) AND HCV > 1000 AND TTTR > 2.5	Outside of 5 Miles of Existing DMS AND Heavy Commercial Volume (HCV) > 500 AND TTTR > 2.5	100
MEDIUM	Outside of 5 Miles of Existing DMS AND HCV > 1000 AND TTTR of 2–2.5	Outside of 5 Miles of Existing DMS AND HCV > 500 AND TTTR of 2–2.5	50
LOW	Within of 5 Miles of Existing DMS OR HCV < 1000 OR TTTR < 2	Within of 5 Miles of Existing DMS OR HCV Less than 500 OR TTTR < 2	0

3e. Traffic Incident Management Needs

This metric measures parts of the PFN which may benefit from additional technology investments that monitor traffic incidents such as closed-circuit television (CCTV) systems. It identifies these areas based on proximity to existing CCTV coverage and roadway segments that see a certain rate of truck crashes.

Instruction: Applicants should report the *Traffic Incident Management Needs* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring proximity to CCTV coverage and truck-involved crash rate values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Incident Management Needs.

This layer scores the traffic incident management needs by considering proximity to CCTV coverage and truck involved crash rate. The data within this layer was pulled from the IDOT Intelligent Transportation System inventory, Illinois State Police, and traffic management centers. The breakpoints for urban and rural crash rates are consistent with the truck crashes layer.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.11 HIGHWAY SYSTEM CONDITION – TRAFFIC INCIDENT MANAGEMENT NEEDS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate > 500 Crashes per MTVMT	Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate > 150 Crashes per MTVMT	100
MEDIUM	Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate of 250–500 Crashes per MTVMT	Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate of 75–150 Crashes per MTVMT	50
LOW	Within 5 Miles of Existing CCTV Coverage OR Truck Crash Rate < 500 Crashes per MTVMT	Within 5 Miles of Existing CCTV Coverage OR Truck Crash Rate < 150 Crashes per MTVMT	0

Goal Area #4—Operational Needs

To score points in the Operational Needs category, applicants must demonstrate how the project contributes to improving the operations of freight on Illinois highways.

The following qualitative and quantitative Operational Needs measures are available for scoring.

4a. Qualitative Justification

Applicants must describe how the project addresses the operational needs of the Illinois highway system. Limit response to 300 words. This question is required in order to receive points in the Operational Needs Goal Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

4b. Bridge Weight Restrictions

This metric measures bridges with posted load limits that may restrict efficient truck movements on roadways that are significant to freight.

Instruction: Applicants should report the *Bridge Weight Restrictions* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring bridge condition and PFN score values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Bridge Weight

This layer displays the scoring for bridge weight restrictions. This data was pulled from the IDOT structure inventory as of 2020 to flag segments with posted load restrictions. Additionally, this scoring considers the PFN score. The PFN score was calculated as part of the designation of PFN and scores the freight significance of roadway segments across a range of metrics, including economic competitiveness, goods movement, market access, and strategic supply chain connectivity. It ranges from 0 (not significant to freight movement at all) to 100 (the most significant possible roadway to freight movement).

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.12 HIGHWAY OPERATIONS – BRIDGE WEIGHT RESTRICTIONS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Bridge Weight Restriction AND PFN Score > 60	Bridge Weight Restriction AND PFN Score > 60	100
MEDIUM	Bridge Weight Restriction AND PFN Score of 40–60	Bridge Weight Restriction AND PFN Score of 40–60	50
LOW	No Bridge Weight Restriction OR PFN Score < 40	No Bridge Weight Restriction OR PFN Score < 40	0

4c. Vertical Clearance Limitations

This metric measures vertical clearance limitations that may restrict efficient truck movements on roadways that are significant to freight.

Instruction: Applicants should report the *Vertical Clearance Limitations* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring vertical clearance and PFN score values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Vertical Clearance

This layer displays the scoring based on vertical clearances, which shows the ability of segments to accommodate trucks of certain heights. The data within this layer was pulled from the IDOT structure inventory as of 2020.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.13 HIGHWAY OPERATIONS – VERTICAL CLEARANCE SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Vertical Clearance Limitation of 13.5 Feet or Less	Vertical Clearance Limitation of 13.5 Feet or Less	100
MEDIUM	Vertical Clearance Limitation Between 13.5–16 Feet	Vertical Clearance Limitation Between 13.5–16 Feet	50
LOW	No Vertical Clearance Limitation	No Vertical Clearance Limitation	0

4d. Oversize/Overweight (OS/OW) Restrictions

This metric measures structures that frequently block the routes of oversize/overweight (OSOW) loads and force them to take alternative routes.

Instruction: Applicants should report the *Oversize/Overweight (OSOW) Restrictions* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest OS/OW routing failures value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, OS/OW

This layer displays the scoring for OSOW restrictions. The data within this layer was pulled from the IDOT permitting office and shows the number of OS/OW load routing failures between 01/2021 and 06/2022 caused by a structure on a roadway segment.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.14 HIGHWAY OPERATIONS – OS/OW RESTRICTIONS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	OSOW Restriction That Caused more than 200 Routing Failures	OSOW Restriction That Caused more than 400 Routing Failures	100
MEDIUM	OSOW Restriction That Caused 100–200 Routing Failures	OSOW Restriction That Caused 200–400 Routing Failures	50
LOW	NO OSOW Restriction OR One That Caused less than 100 Routing Failures	NO OSOW Restriction OR One That Caused less than 200 Routing Failures	0

4e. Inadequate Travel Lanes

This metric measures roadways with travel lane width less than 11 feet and that may restrict efficient truck movements on roadways that are significant to freight.

Instruction: Applicants should report the *Inadequate Travel Lanes* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring lane width and PFN score values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Travel Lane Width

This layer displays the scoring for inadequate lane widths and considers the PFN Score. The data used for this layer was pulled from the IDOT roadway inventory as of 2020.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.15 HIGHWAY OPERATIONS – INADEQUATE TRAVEL LANES SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Inadequate Travel Lane Width AND PFN Score > 60	Inadequate Travel Lane Width AND PFN Score > 60	100
MEDIUM	Inadequate Travel Lane Width AND PFN Score of 40–60	Inadequate Travel Lane Width AND PFN Score of 40–60	50
LOW	Adequate Travel Lane Width OR PFN Score < 40	Adequate Travel Lane Width OR PFN Score < 40	0

4f. Inadequate Shoulder Lanes

This metric measures roadways on the National Highway System (NHS) with an outside shoulder width less than 11 feet and that may restrict efficient truck movements on roadways that are significant to freight.

Instruction: Applicants should report the *Inadequate Shoulder Lanes* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring outside shoulder width and PFN score values, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Shoulder Width

This layer displays the scoring for inadequate outside shoulder width and also considers the PFN Score as well. Only roadways along the NHS are eligible for points under this metric.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.16 HIGHWAY OPERATIONS – INADQUATE SHOULDER LANES SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Inadequate Outside Shoulder Width AND PFN Score > 60	Inadequate Outside Shoulder Width AND PFN Score > 60	100
MEDIUM	Inadequate Outside Shoulder Width AND PFN Score of 40–60	Inadequate Outside Shoulder Width AND PFN Score of 40–60	50
LOW	Adequate Outside Shoulder Width OR PFN Score < 40	Adequate Outside Shoulder Width OR PFN Score < 40	0

Goal Area #5—Truck Parking

To score points in the Truck Parking category, applicants must demonstrate how the project contributes to improving safety and reliability of Illinois highways by providing or improving truck parking facilities.

The following qualitative and quantitative truck parking measures are available for scoring.

5a. Qualitative Justification

Applicants must describe how the project improves truck parking on the Illinois highway system. Limit response to 300 words. This question is required in order to receive points in the Truck Parking Goal Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

5b. Truck Parking Demand-to-Capacity Ratio

This metric measures parts of the Interstate system which regularly see a demand for truck parking at or greater than the existing capacity to provide truck parking for carriers.

Instruction: Applicants should report the *Truck Parking Demand-to-Capacity Ratio* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest truck parking demand-to-capacity ratio, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Truck Parking

This layer scores the truck parking demand-to-capacity ratios. This data was pulled from the 2022 IDOT Truck Parking Study.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.17 TRUCK PARKING – TRUCK PARKING DEMAND-TO-CAPACITY RATIO SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	Truck Parking Demand to Capacity Ratio Greater than 1.2	Truck Parking Demand to Capacity Ratio Greater than 1.2	100
MEDIUM	Truck Parking Demand to Capacity Ratio Greater than 0.9	Truck Parking Demand to Capacity Ratio Greater than 0.9	50
LOW	Truck Parking Demand to Capacity Ratio Less than 0.9	Truck Parking Demand to Capacity Ratio Less than 0.9	0

5c. Fatigue-related Crashes

This metric measures portions of the Interstate system which saw a significant number of fatigued-related crashes that involve trucks in the 2022 IDOT Truck Parking Study.

Instruction: Applicants should report the *Fatigue-related Crashes* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest scoring fatigue-related crash value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Fatigue Related Crashes

This layer displays the scoring for fatigue-related crashes. The flag for segments having fatigue related truck crashes was pulled from the 2022 IDOT Truck Parking Study.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.18 TRUCK PARKING – FATIGUE RELATED CRASHES SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded

HIGH	On a segment with a High Number of Fatigue-Related Crashes Involving Trucks	On a segment with a High Number of Fatigue-Related Crashes Involving Trucks	100
LOW	Not on a segment with a High Number of Fatigue-Related Crashes Involving Trucks	Not on a segment with a High Number of Fatigue-Related Crashes Involving Trucks	0

5d. Crashes Involving Parked Trucks

This metric measures portions of the Interstate system which saw crashes involving parked trucks between 2015 – 2019.

Instruction: Applicants should report the *Crashes Involving Parked Trucks* found within the boundaries of the project. Using the map link below, the applicant should navigate to the road segment(s) affected by the project, select the roadway segment with the highest crashes involving parked trucks value, and use this to report whether the project would score High, Medium, or Low. Applicants are allowed to submit alternative data to support this measure; applicants should provide a detailed description of the data source and methodology used.

Source: Priority Freight Network Map, Parked Truck Crashes

This layer displays the scoring for segments with crashes involving parked trucks. Crashes for this scoring were weighted so that fatal crashes have 4x the weight. Data for this layer was pulled from IDOT Crash Data between 2015 – 2019.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.19 TRUCK PARKING – CRASHES INVOLVING PARKED TRUCKS SCORING

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> 0.1 Crashes per Mile	> 0.05 Crashes per Mile	100
MEDIUM	0.05–0.1 Crashes per Mile	0.025–0.05 Crashes per Mile	50
LOW	<0.05 Crashes per Mile	< 0.025 Crashes per Mile	0

5.4 Overview of Intermodal Goal Areas

For the CFP, projects will be evaluated on quantitative and qualitative factors. Applicants must identify how the project supports the goals of any goal category. IDOT will evaluate the projects both by looking at individual goal categories and comprehensively across goal categories to identify projects most critical for Illinois freight. Projects that score high and/or medium in one or more goal categories are encouraged to apply. IDOT does not expect projects to score within every goal category to be competitive. Projects at Phase I or beyond are encouraged to apply.

Intermodal project evaluation will rely on information provided by the applicant. Applicants are encouraged to offer qualitative narratives of the project(s) and the improvements in intermodal freight movement that the project(s) are expected to achieve. These narratives should include descriptions of how the project affects and improves intermodal freight movement. The applicant should clearly explain any methodology and assumptions used to generate scoring, including data sources.

Additionally, applicants should provide quantitative estimates of the improvements that the projects are expected to achieve. These estimates should align with the quantitative measures identified in Table 5.20 Goal Areas and Measures for Intermodal Projects.

TABLE 5.20 GOAL AREAS AND MEASURES FOR INTERMODAL PROJECTS

Goal Area	Qualitative Justification	Quantitative Measures
1. Safety	1a. Describe how the project contributes to improving the safety of the Illinois freight network, including roadways, rail crossings, and rail and marine freight facilities.	1b. Reduction in Truck VMT 1c. Reduction in fatalities, injury, and other crashes 1d. Reduction in hazmat environmental risks
2. Modal Connectivity	2a. Describe how the project contributes to improving the capacity for modal connectivity within the Illinois intermodal freight system.	2b. Intermodal (rail-truck, water-truck, water-rail) connections added to the network 2c. Increased intermodal volume
3. Mode Shift	3a. Describe how the project contributes to improving the Illinois intermodal freight system through the mitigation of over-road trucking volumes.	3b. Change in truck equivalencies 3c. Technology Enhancements Supporting Emissions Reductions at Freight Facilities 3d. Avoided truck volumes at nearby sensitive intersections

5.5 Scoring Information for Intermodal Projects

Intermodal project evaluation will rely on information provided by the applicant. Applicants are encouraged to offer qualitative narratives of the project(s) and the improvements in intermodal freight movement that the project(s) are expected to achieve. These narratives should include descriptions of how the project affects and improves intermodal freight movement. Where quantitative data is required or beneficial to describe the impacts of the project, the applicant should provide data sources and methodologies.

Additionally, applicants should provide quantitative estimates of the improvements that the projects are expected to achieve, where appropriate. These estimates should align with the

quantitative measures identified in Table 5.20 Goal Areas and Measures for Intermodal Projects. If quantitative measures are not required for scoring, the metric is labeled as descriptive. The applicant should clearly explain any methodology and assumptions used to generate scoring, including data sources.

IDOT understands that a wide variety of project may apply for funding, and IDOT reserves the right to recalculate scores based on industry standards and other available data.

When estimating changes in truck VMT for any project, the applicant may use standard FHWA conversion values for intermodal freight equivalencies, as presented in Table 4.8 Standard Intermodal Freight Conversion Values.[2] If applicant chooses to use another conversion method, a justification and source of data used should be provided as part of the supplementary information submitted. These conversion figures are presented for tons, cubic feet, and Twenty-Foot Equivalent Units (TEUs) to facilitate conversions across different units of volume and weight.

TABLE 4.21 STANDARD INTERMODAL FREIGHT CONVERSION VALUES

	Barge	Railcar	Trucks
Tonnage (tons)	1,500	104	21
Volume (cubic feet)	60,606	4,209	866
Volume (TEUs)	44.6	3.1	0.6
Vehicles (units)	70	4.9	1

The calculations for tons, cubic feet, and TEUs are based on standard conversion rates between the three factors. Since TEUs are standardized in terms of their maximum weight and volume, they serve as an approximate transition between tons and cubic feet, which would otherwise vary based on the mass of the freight. Based on these values, one barge has the carrying capacity of 70 trucks, while one railcar has the carrying capacity of 4.9 trucks. A standard 15-barge tow therefore has the capacity of 1,050 trucks or 216 rail cars, while one 70-car freight train has the carrying capacity of more than 340 trucks.

The application of these values is demonstrated with an example. Assume an intermodal project at a marine port facility would expand marine freight volumes by 200,000 tons per year and make marine freight more cost-competitive, removing trucks from the road. This increase would represent an additional 134 barges at the facility. The 134 barges have the same capacity as 9,334 trucks, meaning the project would remove 9,334 trucks per year from the road.

5.6 Intermodal Goal Areas and Measures

Goal Area #1—Safety

To score points in the Safety category, applicants must describe how the project contributes to improving the safety of the Illinois freight network, including roadways, rail crossings, and rail and marine freight facilities. The following qualitative and quantitative safety measures are available for scoring.

[2] FreightWaves. 2021.

1a. Qualitative Justification

This question is required in order to receive points in the Safety Goal Area. Limit response to 300 words.

Applicants must describe how the project contributes to improving the safety of the Illinois freight network, including roadways, rail crossings, and rail and marine freight facilities.

1b. Reduction in Truck VMT

This metric represents the reduction in annual truck Vehicle Miles Traveled (VMT) that results from the implementation of the applicant's intermodal freight project. Reductions in Truck VMT reduce crashes, fatalities, and injuries on Illinois' roadways.

Instruction: Applicants should report the *reduction in Truck VMT* expected from the implementation of the applicant's intermodal freight project.

Trucks are a significant safety hazard on Illinois roadways. According to NHTSA, 178 fatalities occurred in truck-involved crashes in 2019. IDOT reported 12.7 billion truck VMT in the state in the same year. Said another way, a fatality occurred for every 72 million truck VMT in the state.

Applicants should calculate projected change in truck VMT by analyzing the number of truck trips avoided to and from major origins and destinations due to the proposed project. For example, if a project allows for one additional daily barge to replace 70 truck trips of 500 miles, the total reduction in truck VMT would be calculated:

70 trucks * 500 miles * 250 days = 8.75 Million VMT reduction annually

Applicants can provide their own data or calculations to support truck VMT reduction. Applicants may utilize the Table 5.21 Standard Intermodal Freight Conversion Values to convert between barge, rail, and truckloads.

The applicant should provide a brief narrative of how the project will achieve the change in truck VMT, including data sources and methodology. Limit responses to 300 words.

Source: Applicant data; Standard Intermodal Freight Values

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.22 INTERMODAL SAFETY – TRUCK VMT REDUCTION SCORING

SCORE	Threshold Values	Points Awarded
HIGH	Annual truck VMT reduction > 50% OR > 7.2 million truck VMT	100
MEDIUM	Annual truck VMT reduction < 50% and > 25% OR > 3.6 million truck VMT	50

LOW	Annual truck VMT Change less than 25% OR truck VMT < 3.6 million truck VMT	0

1c. Reduction in fatalities, injury, and other crashes

This metric represents the reduction in safety risk that occurs as a result from the implementation of the applicant's project beyond expected safety implications from reduced truck VMT. Because the previous metric scores the applicant's project based on truck VMT reductions, this metric considers projects that may improve safety but do not affect the volume of truck traffic. These risk reduction practices may include (but are not limited to) safety improvements that reduce conflict points between vehicles, mode shifts that reduce hazardous material movement by trucks, or scheduling changes that reduce operator fatigue.

Instruction: Applicants should estimate the *percent reduction in the number of fatalities, injuries or crashes* expected from the implementation of the applicant's intermodal freight project. The applicant is encouraged to estimate the reduction in annual safety improvements as a percentage reduction based on historic trends, risk analysis, or industry standards. The applicant should provide a brief narrative of how the project will achieve the change in crash rates as well as supplementary data to justify their scoring.

Applicants will need to provide their own data or qualitative descriptions to support this measure. Applicants should justify how the applicant's project will reduce fatalities, injuries or crashes and any data, methodology or assumptions used to support this metric. For qualitative descriptions, applicants should interpret the threshold values in Table 5.23 Scoring as "significant," "moderate," or "minimal," and ensure that the narrative description illustrates those descriptors. The applicant should clearly explain any methodology and assumptions used to generate scoring. Limit responses to 300 words.

Source: Applicant data

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.23 INTERMODAL SAFETY – REDUCTIONIN FATLALITIES, INJURIES, OR OTHER CRASHES SCORING

SCORE	Threshold Values	Points Awarded
HIGH	Annual change in fatalities, injury and other crashes >50%	100
MEDIUM	Annual change in fatalities, injury and other crashes < 50% and greater than 25%	50
LOW	Annual change in fatalities, injury and other crashes < 25%	0

1d. Reduction in hazmat/environmental risks

This metric represents a reduction in environmental and safety risks resulting from a change in the frequency of crashes, spills, or other incidents related to the transportation of hazardous materials (hazmat). Similar to the previous metric, this metric considers projects that may improve hazmat transportation risks but do not affect the volume of truck traffic. These risk reduction practices may include (but are not limited to) safety improvements that reduce conflict points between vehicles, mode shifts that reduce hazardous material movement by trucks, or scheduling changes that reduce operator fatigue.

Instruction: Applicants should provide a description for the *risk reduction tools, technologies, and/or processes that the project will use to reduce hazardous material clean-up costs*. The applicant is encouraged to provide data on hazmat clean-up costs at the facility and/or resulting from nearby truck operations to support the narrative description. This data may include (but not be limited to) historical data on hazmat clean-ups, risk analyses of hazmat transportation, and/or industry analyses on hazmat transportation risks.

The applicant should provide a brief narrative of how the project will achieve the reduction in hazmat clean-up costs as well as supplementary data to justify their scoring. The applicant is encouraged to estimate the reduction in annual clean-up costs as a percentage reduction based on historic trends, risk analysis, or industry standards.

For applicants that do not have access to data, a narrative description of hazmat clean-up cost reductions will be sufficient. For these applicants, they should interpret the threshold values in Table 5.24 Scoring as “significant,” “moderate,” or “minimal,” and ensure that the narrative description illustrates those descriptors. The applicant should clearly explain any methodology and assumptions used to generate scoring. Limit responses to 300 words.

Source: Applicant data

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.24 INTERMODAL SAFETY – REDUCTION IN HAZMAT/ENVIRONMENTAL RISKS SCORING

SCORE	Threshold Values	Points Awarded
HIGH	Annual change in hazmat clean-up costs >50%	100
MEDIUM	Annual change in hazmat clean-up costs < 50% and > 25%	50
LOW	Annual change in hazmat clean-up costs < 25%	0

Goal Area #2—Modal Connectivity

To score points in the Modal Connectivity category, applicants must demonstrate how the project increases capacity for intermodal freight movement.

2a. Qualitative Justification

This question is required in order to receive points in the Modal Connectivity Goal Area. Limit response to 300 words.

Applicants must describe how the project contributes to improving the capacity for modal connectivity within the Illinois intermodal freight system.

2b. Intermodal (rail-truck, water-truck, water-rail) connections added

This metric represents the increased connections between freight modes at a given facility resulting from the applicant's project.

Instruction: Applicants should provide a description of the *increase in intermodal connectivity and capacity* that will result from the implementation of this project. This information should be provided in a narrative format with accompanying documentation, such as project designs, that demonstrate what mode(s) will be served by the connecting facilities and how many additional vehicles or units can be served by the project. The applicant may describe how the project supports future intermodal connections

Applicant must describe what supplementary data was used and their methodology to justify their scoring. Limit responses to 300 words.

Source: Applicant data

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.25 INTERMODAL CONNECTIVITY – INTERMODAL CONNECTIONS ADDED SCORING

SCORE	Intermodal Connectivity	Points Awarded
HIGH	Project adds one or more intermodal connections	100
MEDIUM	Project is critical to future intermodal connection	50
LOW	No change in intermodal connective capacity	0

2c. Increased intermodal volume

This metric measures the increase in intermodal capacity, as measured by freight volume per year, that the applicant's project is designed to achieve.

Instruction: Applicants should provide data on the *increased volume of annual intermodal freight movement*, as measured by tons of freight. These values should be expressed as both percent change per year and total volume increase per year.

Applicants will need to provide their own data. Applicants may use the Table 5.21 Standard Intermodal Freight Conversion Values to convert values between modes.

The applicant should provide a brief narrative of how the project will achieve the change in intermodal volume, including supplementary data and methodology to justify their scoring. Limit responses to 300 words.

Source: Applicant Data, Standard Intermodal Conversion Values

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.26 INTERMODAL CONNECTIVITY – INCREASE IN INTERMODAL VOLUMES SCORING

SCORE	Increase in Intermodal Volume	Points Awarded
HIGH	Volume increase > 50% or > 500,000 tons per year	100
MEDIUM	Volume increase < 50% and > 25% or < 500,000 tons and > 250,000 tons	50
LOW	Volume increase < 25% or < 250,000 tons	0

Goal Area #3—Mode Shift

To score points in the Mode Shift category, applicants must demonstrate how the project reduces over-road trucking volumes. The applicant should use the Standard Intermodal Freight Conversion Values presented in Table 5.21 Standard Intermodal Freight Conversion Values.

3a. Qualitative Justification

This question is required in order to receive points in the Mode Shift Goal Area. Limit response to 300 words.

Describe how the project contributes to improving the Illinois intermodal freight system through the mitigation of over-road trucking volumes.

3b. Change in truck equivalencies

This metric represents the change in truck equivalent volumes that results from the implementation of the applicant's intermodal freight project.

Instruction: Applicants should provide a description of the *increase in intermodal connectivity and capacity* that will result from the implementation of this project.

To calculate the change in truck volumes and/or equivalencies, the applicant should provide an analysis of freight flows between origin(s) and destination(s) that the project will impact. This analysis should show the volume of trucks moving between the origin(s) and destination(s), the reduction in this volume or the shift to other modes that will occur, and the change in truck VMT based on the distance(s) between the origin(s) and destination(s). Where conversions in volumes from trucks to another mode are necessary, the applicant should use Table 5.21 Standard Intermodal Freight Conversion Values. The applicant should provide a brief narrative of how the project will achieve the change in truck equivalencies, including data sources and methodology. Limit responses to 300 words.

Source: Applicant data; Standard Intermodal Freight Values.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.27 MODE SHIFT – REDUCTION IN TRUCK EQUIVALENCIES SCORING

SCORE	Threshold Values	Points Awarded
HIGH	Annual Truck Equivalency Change >50% OR > 1,800 trucks per year	100
MEDIUM	Annual Truck Equivalency Change < 50% and > 25% OR < 1,800 trucks per year and > 450 trucks per year	50
LOW	Annual Truck Equivalency Change of <25% OR < 450 trucks per year	0

3c. Technology Enhancements Supporting Emissions Reductions at freight facilities

This metric evaluates the deployment of strategies that improve fleet fuel efficiency inside the boundaries of intermodal freight facilities.

Instruction: Applicants should provide a narrative description of the *tools, technologies, or vehicles and infrastructure that will improve fleet fuel efficiency at intermodal freight facilities*.

The applicant should provide a brief narrative of how the project will achieve the change in fleet fuel efficiency, including references to specific vehicles being phased in and being phased out or specific operational improvements that will result from new tools, technologies, or vehicles and infrastructure. Supporting data that estimates the change in emissions, fuel consumption, or other indicators of fleet fuel efficiency are encouraged.

Applicant must describe what supplementary data was used and their methodology to justify their scoring. Limit responses to 300 words.

Source: IDOT, Applicant data, Standard Intermodal Conversion Values.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.28 MODE SHIFT – TECHNOLOGICAL ENHANCEMENTS SUPPORTING EMISSIONS REDUCTIONS SCORING

SCORE	Fleet Fuel Efficiency	Points Awarded
HIGH	Deployment of zero-emission vehicles that operate inside the boundaries of intermodal facilities	100
MEDIUM	Deployment of intelligent transportation systems or other energy efficiency improvements that increase truck freight efficiencies inside the boundaries of intermodal facilities	50
LOW	No change in fleet fuel efficiency at freight facilities	0

3d. Avoided truck volumes at nearby sensitive intersections

This metric evaluates the *change in truck traffic rates at sensitive intersections* located near intermodal freight facilities. For the purpose of this program, sensitive intersections are defined as intersections within one-quarter mile of a hospital, school, senior residential facility, or other facility that is likely to serve a large number of people at higher risk for respiratory illness or other public health risks associated with truck traffic.

Instruction: Applicants should report the *change in truck volumes at sensitive intersections* expected from the implementation of the applicant's intermodal freight project and identify the sensitive intersection(s) affected by the intermodal freight project. These values should be expressed as the percentage change in the total truck volumes attributable to the applicant estimated at nearby sensitive intersections.

Truck volume may be calculated by converting the mode shift from truck to intermodal units by using the Standard Intermodal Conversion Values presented in Table 5.21. The truck volume calculation should consider the number of days in a year in which the trucks would serve the intermodal facility. For example, if a project shifts 10 trucks per weekday away from a sensitive intersection, that is equivalent to 2,500 trucks per year (assuming 250 working days) or a change in truck volumes of approximately 7 trucks per day.

If the applicant has conducted Traffic Impact Studies at nearby intersections that estimates changes in truck VMT or volume, those values may be presented instead. Truck VMT should be converted to volume by dividing the truck VMT by the distance between the intersection(s) and the intermodal freight facility.

The applicant should also provide a narrative description of how the identified intersections align with IDOT's definitions of a sensitive intersection as well as a brief narrative of how the project will achieve the change in truck traffic, including data sources and methodology. Limit responses to 300 words.

Source: IDOT, Applicant data, Standard Intermodal Conversion Values, FHWA.

Scoring: A maximum of 100 points will be awarded according to:

TABLE 5.29 MODE SHIFT – AVOIDED TRUCK VOLUMES AT NEARBY SENSITIVE INTERSECTIONS SCORING

SCORE	Avoided Truck Volume at Sensitive Intersections	Points Awarded
HIGH	Truck volume reduction at a nearby sensitive intersection > 50%	100
MEDIUM	Truck volume reduction at a nearby sensitive intersection is < 50% and > 25%	50
LOW	Truck volume reduction at a nearby sensitive intersection is <25%	0

5.7 Crosscutting Measures

Goal Area #1— Applicable Partnerships in Place

Applicants will be asked to describe the number and nature of material partnerships of the project. Material support includes dollar contributions or dollar equivalent contributions such as Right of Way, Capital Assets, or Other Material Contribution (Explain in detail). Letters of support do not count as material support. Limit responses to 300 words.

Instruction: Applicants should report how many jurisdictions or stakeholders (private or public) have or will provide significant material support for the project. Documentation and/or detailed descriptions of each material partnership should be provided.

Goal Area #2 — Project Readiness

Instruction: Applicants should identify which project readiness elements are complete:

2a. Site Plan, Corridor Plan, Feasibility Studies, Master Plan or other planning work completed

2b. Phase I (Prelim Engineering, NEPA) completed

2c. Phase II (PS&E, Ready for Construction Letting) completed

2d. Right-of-Way or Easements acquired or N/A

2e. Railroad Approvals (if required) acquired or N/A

2f. If Phase I is not begun or underway, please identify NEPA Class of Action.

Goal Area #3 — Equity and Environmental Justice Impacts

3a. Qualitative Justification

Instruction: Describe the impacts (positive and negative) that this project will have on surrounding communities. In order to score points on Questions 3b or 3c, responses to this question should explain how the project advances the goals of the USDOT Justice 40 initiative and IEPA Environmental Justice communities.

Scoring: A comprehensive summary of impacts (Question 3a) is required in order to receive points in the Equity and Environmental Justice Impacts Area. Applicants are allowed to provide additional data or supplementary information to support this goal area.

3b. *Transportation Disadvantaged Communities (Justice 40)*

Instruction: Applicants are requested to utilize the Priority Freight Network Map to report if the census tract(s) in which their project lies is considered a Justice40 Transportation Disadvantaged Community.

Scoring: Applications will receive 50 points if located in an Transportation Disadvantaged Community and applicant can show a reduction or mitigation in freight impacts in question 3a.

3c. *IEPA Environmental Justice Area*

Instruction: Applicants are requested to utilize the Priority Freight Network Map to report if the census block group(s) in which their project lies is considered an environmental justice community according to IEPA.

Scoring: Applications will receive 50 points if located in an Environmental Justice Community and applicant can show a reduction or mitigation in freight impacts in question 3a.

4. *Department of Commerce and Economic Opportunity*

Instruction: Applicants are requested to utilize the Priority Freight Network Map to report if the census tract(s) in which their project lies is in an Opportunity Zone as designated by the Illinois Department of Commerce and Economic Opportunity.

Scoring: Applications will receive 50 points if located in an area of Economic Opportunity.

Appendix A. Eligible Projects

Eligible Projects: Eligible projects shall contribute to the efficient movement of freight on the NHFN, and be identified in a freight investment plan included in a SFP. NHFP funds may be obligated for one or more of the following:

1. Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

2. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.

3. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.

4. Efforts to reduce the environmental impacts of freight movement.

5. Environmental and community mitigation for freight movement.

6. Railway-highway grade separation.

7. Geometric improvements to interchanges and ramps.

8. Truck-only lanes.

9. Climbing and runaway truck lanes.

10. Adding or widening of shoulders.

11. Truck parking facilities eligible for funding under section 1401 of MAP–21

12. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.

13. Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.

14. Traffic signal optimization, including synchronized and adaptive signals.

15. Work zone management and information systems.

16. Highway ramp metering.

17. Electronic cargo and border security technologies that improve truck freight movement.

18. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.

19. Additional road capacity to address highway freight bottlenecks.

20. Physical separation of passenger vehicles from commercial motor freight.

21. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.

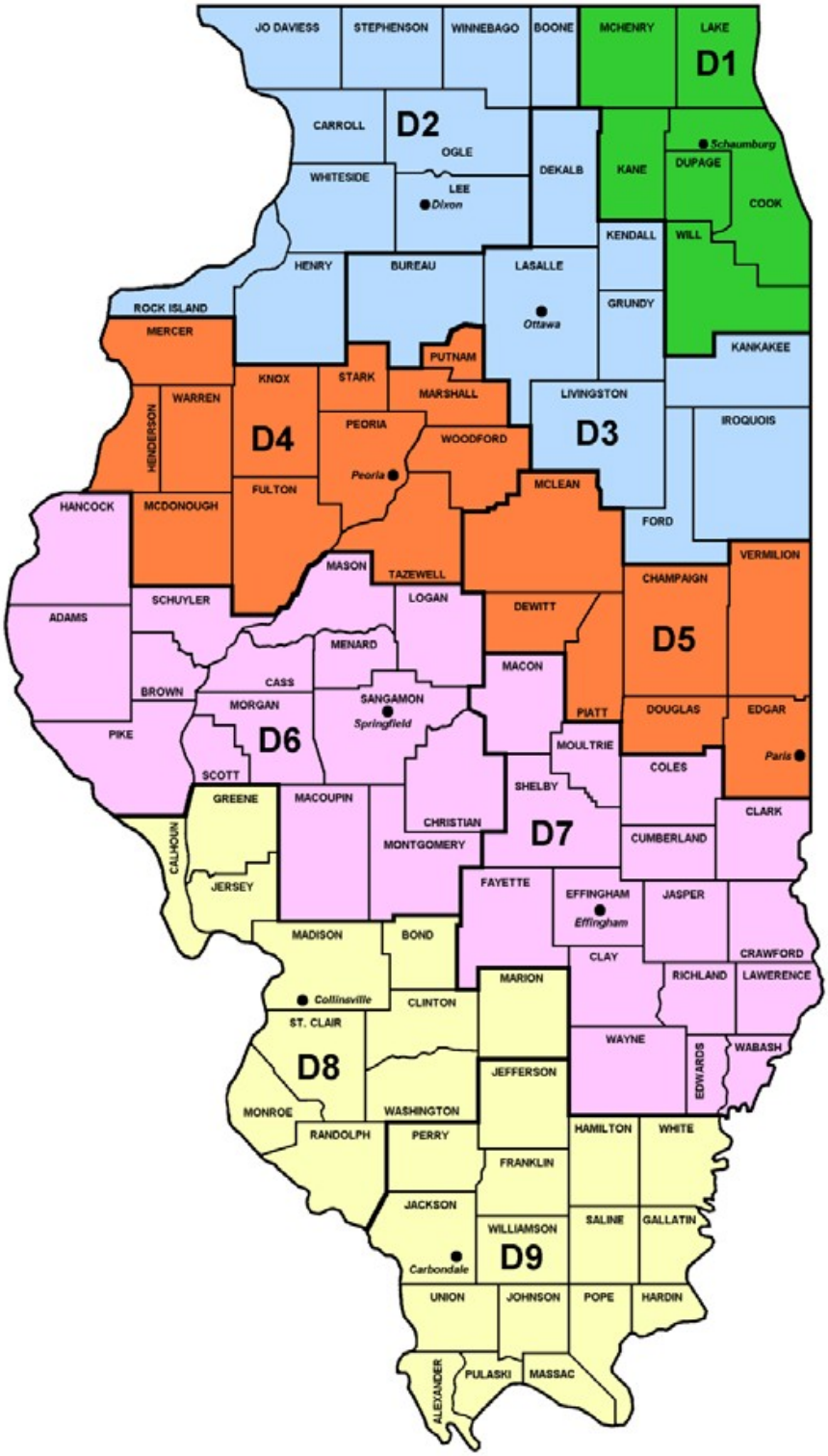
22. A highway or bridge project to improve the flow of freight on the NHFN.

In addition, any surface transportation project to improve the flow of freight into and out of a freight intermodal or freight rail facility is an eligible project. 23 U.S.C. 167(i)(5)(C). In accordance with 23 U.S.C. 167 (i)(5)(B), there is a cap on the use of NHFP apportioned funding for these freight intermodal or freight rail projects: For each fiscal year, a State may obligate not more than 30 percent of the total State apportionment under NHFP for these types of projects. These projects include those within the boundaries of public or private freight rail or water facilities (including ports), and that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility. Additionally, eligibility is extended to the modernization or rehabilitation of a lock and damn or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are functionally connected to the National Highway Freight Network and likely to reduce on-road mobility source emissions.

In addition to the eligible projects identified above, a State may use apportioned funds for carrying out diesel retrofit or alternative fuel projects under section 149 for class 8 vehicles; and for the necessary costs of conducting analyses and data collection related to the NHFP, developing and updating freight performance targets, and reporting to the FHWA Administrator to comply with the freight performance targets established pursuant to 23 U.S.C. 150.

Appendix B. IDOT District Contact Information

FIGURE B.3 IDOT DISTRICT CONTACT INFORMATION BY REGION



Region 1 (Jose Rios, Regional Engineer)	
District 1 Local Projects	**District 1 State Projects**
Charles Riddle, Bureau Chief of Local Roads and Streets 201 West Center Ct, Schaumburg, IL 60196 Tel. 847/705-4201 Charles.Riddle@illinois.gov	Steve Schilke, Programming Engineer 201 West Center Ct, Schaumburg, IL 60196 Tel. 847/705-4120 Steven.Schilke@illinois.gov
Region 2 (Masood Ahmad, Regional Engineer)	
District 2 Local Projects	**District 2 State Projects**
Shawn Ortgiesen, Local Roads Engineer 819 Depot Avenue, Dixon, IL 61021 Tel. 815/284-5381 Shawn.Ortgiesen@illinois.gov	Faith Duncan, Programming Engineer 819 Depot Avenue, Dixon, IL 61021 Tel. 815/284-5364 Faith.Duncan@illinois.gov
District 3 Local Projects	**District 3 State Projects**
Steve Chery, Local Roads Engineer 700 East Norris Drive, Ottawa, IL 61350 Tel. 815/434-8426 Steve.Chery@illinois.gov	Mike Short, Programming Engineer 700 East Norris Drive, Ottawa, IL 61350 Tel. 815/434-8450 Mike.Short@illinois.gov
Region 3 (Kensil A. Garnett, Regional Engineer)	
District 4 Local Projects	**District 4 State Projects**
Tony Sassine, Local Roads Engineer 401 Main Street, Peoria, IL 61602 Tel. 309/671-3690 Tony.Sassine@illinois.gov	Terrisa Worsfold, Programming Engineer 401 Main Street, Peoria, IL 61602 Tel. 309/671-3495 Terrisa.Worsfold@illinois.gov
District 5 Local Projects	**District 5 State Projects**
Brian Trygg, Local Roads Engineer Route 133 West—PO Box 610, Paris, IL 61944 Tel. 217/466-7252 Brian.Trygg@illinois.gov	Avoree Gore, Programming Engineer Route 133 West—PO Box 610, Paris, IL 61944 Tel. 217/466 7222 Avoree.Gore@illinois.gov

Region 4 (Jeffrey Myers, Regional Engineer)	
District 6 Local Projects	**District 6 State Projects**
Brian Wright, Local Roads Engineer 126 East Ash Street, Springfield, IL 62704 Tel. 217/785-5342 Brian.Wright@illinois.gov	Wes Clark, Programming Engineer 126 East Ash Street, Springfield, IL 62704 Tel. 217/782-7332 Wesley.Clark@illinois.gov
District 7 Local Projects	**District 7 State Projects**
Sherry Phillips, Local Roads Engineer 400 West Wabash, Effingham, IL 62401 Tel. 217/342-8321 Sherry.Phillips@illinois.gov	Kristi Sandschafer, Programming Engineer 400 West Wabash, Effingham, IL 62401 Tel. 217/342-8242 Kristi.Sandschafer@illinois.gov
Region 5 (Kirk Brown, Regional Engineer)	
District 8 Local Projects	**District 8 State Projects**
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District 9 Local Projects	**District 9 State Projects**
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Appendix C. Expenditure Delivery Schedule

The following are key milestones during project development that should be used for identifying a delivery schedule. The milestones you use may vary based on your project. For example, a local Right-of-way Phase may require an additional Intergovernmental Agreement.

- Intergovernmental Agreement Complete
- Phase I Kickoff
- NEPA/Environmental Approval
- Draft Phase I Report
- Phase I Complete
- Phase II Kickoff
- Initiate ROW Acquisition
- Pre-Final Plans, Specifications and Estimates Complete
- ROW Acquisition Complete
- Environmental Permitting Complete
- Construction Letting

Construction projects will also need to supply a delivery schedule. Any remaining project development milestones should be provided as well as key milestones and timelines for construction.

Appendix D. IIJA Guidance on Critical Urban and Rural Freight Corridors

Critical Rural Freight Corridors (CRFC) — These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. States are responsible for designating public roads in their State as CRFCs. In accordance with 23 U.S.C. 167(e), a State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:

1. is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

2. provides access to energy exploration, development, installation, or production areas;

3. connects the PHFS or the Interstate System to facilities that handle more than—

    a. 50,000 20-foot equivalent units per year; or

    b. 500,000 tons per year of bulk commodities;

4. provides access to—

    c. a grain elevator;

    d. an agricultural facility;

    e. a mining facility;

    f. a forestry facility; or

    g. an intermodal facility;

5. connects to an international port of entry;

6. provides access to significant air, rail, water, or other freight facilities in the State; or

7. is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

For states where the population per square mile in the 2010 census is above average (such as Illinois), the designation of CRFCs is limited to a maximum of 300 miles of highway or 20 percent of the PHFS mileage in the State, whichever is greater. **Illinois is allowed to designate 337.08 miles of CRFCs.**

Critical Urban Freight Corridors (CUFC) — These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public

transportation facilities, or other intermodal transportation facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO), in consultation with the State, is responsible for designating the CUFCs. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFCs. Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area, and meets one or more of the following four elements:

1. connects an intermodal facility to;
    a. the PHFS
    b. the Interstate System; or
    c. an intermodal freight facility;
2. is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
3. serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
4. is important to the movement of freight within the region, as determined by the MPO or the State.

The designation of CUFCs is limited to a maximum of 150 miles or 10 percent of the PHFS mileage in the State, whichever is greater. **Illinois is allowed to designate 168.54 miles of CUFCs.**

IDOT will submit final critical corridor designations after project selection to ensure that all awards are on eligible segments of roadway.