

## 2022 Illinois Competitive Freight Program Application

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This is an application for the 2022 Illinois Competitive Freight Program. Application instructions can be found in the *Program Guidance* document underneath 'Resources' on the [Illinois Competitive Freight Program](#) website. Please check carefully to ensure all required information is provided. All mandatory fields must be completed for an application to be considered for funding.

**Tip:** When clicking a hyperlink within the application, please right click and choose "open link in new tab" or "open link in new window" to remain on the application window.

Many questions require or allow supplementary information to be uploaded to support an application. Information should be uploaded within the application document. Supported file types include doc, docx, gif, jpeg, jpg, pdf, png, ppt, pptx, txt, xls, xlsx, zip.

For technical difficulties using this application please reach out to [idotcfp2022@gmail.com](mailto:idotcfp2022@gmail.com). For all other questions related to the 2022 Illinois Competitive Freight Program please read the *Program Guidance* document or reach out to [DOT.ILFreightPlanning@illinois.gov](mailto:DOT.ILFreightPlanning@illinois.gov).

Applications must be submitted by December 19, 2022 at 11:59 PM CDT.

## Section 1 - Applicant Information

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

### 1. Project Title \*

### 2. Primary Contact Person \*

**3. Title of Contact (e.g. District Engineer, Agency Director) \***

**4. Agency \***

**5. Address \***

**6. City \***

**7. County \***

**8. Zip Code \***

**9. Contact Phone Number \***

**10. Contact Email Address \***

## Section 2 - Project Information

### 11. Project Description

Please provide a concise yet detailed description of the project. Describe the perceived issue, what is causing the need for the project, and the proposed solution(s) for resolving that need.

This question is mandatory. \*

0/300 words

### 12. Project Diagram or Sketch

No files selected.

### 13. Location Map

Please provide a map (e.g. satellite image) showing the project location with the project boundaries specified.

No files selected.

### 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.

This question is mandatory. \*

0/300 words

### 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 on which the project is located. If the project is located on a rail facility or port please indicate the name of the facility.**

**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.**

0/20 words

**18. From 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.**

0/20 words

**19. Project Length in Miles**

**Please indicate the length of the project in miles.**

## 20. Project Website

Please provide a URL to a project website if one exists.

0/20 words

## 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 for this application below.

▲ 2 / 3 ▼

## Section 3 - Registration Information

### 23. TIP ID

If the project is located within a Metropolitan Planning Organization boundary and has a TIP number, please include it.

0/10 words

### 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.

0/15 words

#### 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.

0/15 words

#### 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.

0/15 words

#### 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 registration number.

This question is mandatory for non-IDOT applicants.

0/15 words

▲ 3 / 4 ▼

## Section 4 - Project Funding Information

#### 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.

**Tip: Instead of writing \$15 million, please write only in numerical characters e.g. 15,000,000 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.

**Tip: Instead of writing \$15 million, please write only in numerical characters e.g. 15,000,000 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 on the [Illinois Competitive Freight Program](#) website under 'Resources'. Please upload below.

**Completion of a Finance Table is mandatory for funding to be awarded.**

Browse... No files selected.

### 31. Detailed Project Cost Estimate

Complete an estimate of cost using IDOT's BDE 213 form. This form is available on the [Illinois Competitive Freight Program](#) website under 'Resources'. Please upload below.

**Completion of a Detailed Project Cost Estimate is mandatory for funding to be awarded.**

Browse... No files selected.

### 32. Funding Eligibility

Please indicate whether the project is located on the FHWA Primary Highway Freight System (PHFS), Critical Urban Freight Corridor, or Critical Rural Freight Corridor. Please see eligibility requirements within *Program Guidance* 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 *Program Guidance*.

**This question is mandatory. \***

### 33. Non Construction Funding

If funding will be used for pre-construction project activities, 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.

Phase I and Phase II projects are encouraged to apply. 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.

This question is mandatory only for projects seeking non-construction funds.

0/300 words

### 34. Financial assurance letters and documents

Please upload below.

Evidence of financial assurance is mandatory for a project to receive funding.

No files selected.

### 35. Conflict of Interest Form (Uniform Grant Agreement Affidavit of Disclosure of Conflicts of Interest-Grantee)

This form is available on the [Illinois Competitive Freight Program](#) website under 'Resources'. Please upload below.

A Conflict of Interest Form is required for non-IDOT applicants.

No files selected.



### 36. Uniform Grant Budget

This form is available on the [Illinois Competitive Freight Program](#) website under 'Resources'. Please upload below.

**A Uniform Grant Budget Form is required for non-IDOT applicants.**

Browse... No files selected.

### 37. Uniform Grant Application

This form is available on the [Illinois Competitive Freight Program](#) website under 'Resources'. Please upload below.

**A Uniform Grant Application Form is required for non-IDOT applicants.**

Browse... No files selected.

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## Section 5 - Supplementary Freight Information

### 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. \*

- Yes, part of my project is in an urbanized area.
- No, none of my project is in an urbanized area.

### 39. Freight Project Identification

Roadways critical to freight in Illinois have been identified as part of the 2022 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? \*

- Yes
- No, my project is not on the PFN or is an intermodal project

### 39a. Priority Freight Network Unique Identification

Please include the Priority Freight Network 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 Highway Freight Network.**

0/50 words

**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).**

0/300 words

**40. Modal Selection****Is the project a highway or intermodal project? \***

- Highway  
 Intermodal

▲ 5 / 6 ▼

## Section H - Highway Scoring Criteria

This section will be for applicants to input the quantitative and qualitative scoring criteria for the Highway Goal Areas and Measures.

These goal areas (sections) include:

1. Safety
2. Reliability
3. System Enhancements
4. Operational Needs
5. Truck Parking

Projects can submit scores in one or more goal categories. Applicants only need to submit scores in relevant goal categories; IDOT encourages projects that score well in one or more goal categories to apply. All questions in a goal category *must* be completed (including the qualitative justification) in order for a project to be scored in that goal category.

As part of the 2022 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](#). There are a total of eighteen measures across the five goal areas and they each represent a layer within the map. 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. See *Program Guidance* for more information on how to navigate the map and for information on data sources and methodology.

Please ensure each required question is answered to the best of your abilities. Applicants are allowed to provide additional data or supplementary information to support the five Highway goal areas. Each goal area will include a supplementary information upload feature for applicants to submit additional documentation. If you are unable to upload documentation within the application portal, please email it to [DOT.ILFreightPlanning@illinois.gov](mailto:DOT.ILFreightPlanning@illinois.gov)

When emailing supplementary information, please include the project name and appropriate question number(s) in the subject line.

## Highway Goal Area #1 - Safety

Any supplementary information to support Safety measures should be submitted at the end of this section (not required).

**1a. Describe how the project enhances the safety of the Illinois highway system. This question is required in order to receive points in the Safety Goal Area. Enter N/A if this category is not applicable to the project. \***

0/300 words

### 1b. Truck Involved Crashes

**Instruction:** If using the Priority Freight Network map, navigate to the *Truck Crashes* layer, zoom into the project location, select the roadway segment with the highest truck-involved crash value within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

SCORE	Urbanized (> 50k pop)	Rural (< 50K pop)	Points Awarded
HIGH	> 6 Crashes per mile	> 1 Crash per mile	100

<b>MEDIUM</b>	<b>3-6 Crashes per mile</b>	<b>0.5 – 1 Crash per mile</b>	<b>50</b>
<b>LOW</b>	<b>&lt; 3 Crashes per mile</b>	<b>&lt; 0.5 Crashes per mile</b>	<b>0</b>

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the number of Truck Involved Crashes per mile within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**1c. Truck Involved Crash Rate**

**Instruction:** If using the Priority Freight Network map, navigate to the *Truck Crash Rates* layer, zoom into the project location, select the roadway segment with the highest truck-involved crash rate within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer

text box to explain how you calculated the Truck Involved Crash Rate within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**1d. Truck Involved Severe Injury or Fatal Crash Rate**

**Instruction:** If using the Priority Freight Network map, navigate to the *Fatal & S.I. Crash Rates* layer, zoom into the project location, select the roadway segment with the highest truck-involved severe injury or fatal crash rate within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

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If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the number of truck crashes that involved a fatality or serious injury within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**Optional supplementary information for Goal Area #1 Safety (Questions 1a through 1d) (Not required)**

No files selected.

## Highway Goal Area #2 - Reliability

Any supplementary information to support Reliability measures should be submitted at the end of this section (not required).

**2a. Describe how the project contributes to improving the reliability of Illinois highways. This question is required in order to receive points in the Reliability Goal Area. Enter N/A if this category is not applicable to the project. \***

0/300 words

### 2b. Truck Bottleneck Locations

**Instruction:** If using the Priority Freight Network map, navigate to the *Bottlenecks* layer, zoom into the project location, select the roadway segment with the truck bottleneck classification that would score the highest number of points within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to 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. Please submit your answer, calculation methodology, and data sources. Indicate within your answer if your project best matches high, medium, or low using the table above, or a justification to support a high, medium, or low score if using an alternative measure.

### 2c. User Cost of Congestion

**Instruction:** If using the Priority Freight Network map, navigate to the *Congestion* layer, zoom into the project location, select the roadway segment with the highest user cost of congestion value within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the user cost of congestion or other truck travel time reliability measure, (e.g. TTTR) within your project boundaries. Please submit your answer, calculation methodology, and data sources. Indicate within your answer if your project scores high, medium, or low using the table above, or a justification to support a high, medium, or low score if using an alternative measure.

**2d. At-Grade Highway-Rail Crossings**

**Instruction:** If using the Priority Freight Network map, navigate to the *Rail Crossings* layer, zoom into the project location, select the roadway segment with the highest truck hours of delay per day value within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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



See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the truck hours of delay per day within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

Optional supplementary information for Goal Area #2 Reliability (Questions 2a through 2d) (Not required)

Browse... No files selected.

## Highway Goal Area #3 - System Enhancements

Any supplementary information to support System Enhancements measures should be submitted at the end of this section (not required).

**3a. Describe how the project enhances the condition and/ or technology of the Illinois highway system. This question is required in order to receive points in the System Enhancements Goal Area. Enter N/A if this category is not applicable to the project. \***

0/300 words

### 3b. Bridge Condition

**Instruction:** If using the Priority Freight Network map, navigate to the *Bridge Condition* layer, zoom into the project location, select the roadway segment and report whether any segments overlap with a bridge in poor condition, and report the highest amount of Heavy Commercial Vehicles (HCV) within the project

boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the bridge condition and amount of heavy commercial vehicles within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

### 3c. Pavement Condition

**Instruction:** If using the Priority Freight Network map, navigate to the *Pavement Condition* layer, zoom into the project location, select the roadway segment and report whether there is a pavement condition issue and report the highest amount of Heavy Commercial Vehicles (HCV) within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

SCORE	Urbanized (>50k pop)	Rural (<50k pop)	Points Awarded
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<b>HIGH</b>	<b>Pavement Condition Issue AND Heavy Commercial Volume (HCV) &gt; 5,000</b>	<b>Pavement Condition Issue AND HCV &gt; 2,500</b>	<b>100</b>
<b>MEDIUM</b>	<b>Pavement Condition Issue AND HCV of 1,000–5,000</b>	<b>Pavement Condition Issue AND HCV of 500–2,500</b>	<b>50</b>
<b>LOW</b>	<b>No Pavement Condition Issue OR HCV &lt; 1,000</b>	<b>No Pavement Condition Issue OR HCV &lt; 500</b>	<b>0</b>

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to explain how you calculated the pavement condition and amount of heavy commercial vehicles within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**3d. Traveler Information Needs**

**Instruction:** If using the Priority Freight Network map, navigate to the *Traveler Information* layer, zoom into the project location, select the roadway segment and report whether it is outside of 5 miles of an existing dynamic messaging sign, report the HCV, and report the highest Truck Travel Time Reliability (TTTR) measure within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

<b>SCORE</b>	<b>Urbanized (&gt; 50k pop)</b>	<b>Rural (&lt; 50K pop)</b>	<b>Points Awarded</b>
<b>HIGH</b>	<b>Outside of 5 Miles of Existing Dynamic Messaging Sign (DMS) AND HCV &gt; 1000 AND TTTR &gt; 2.5</b>	<b>Outside of 5 Miles of Existing DMS AND Heavy Commercial Volume (HCV) &gt; 500 AND TTTR &gt; 2.5</b>	<b>100</b>

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether it is outside of 5 miles of an existing dynamic messaging sign and explain how you calculated the amount of heavy commercial vehicles and the Truck Travel Time Reliability (TTTR) measure within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

### 3e. Traffic Incident Management Needs

**Instruction:** If using the Priority Freight Network map, navigate to the *Incident Management* layer, zoom into the project location, select the roadway segment and report whether it is outside of 5 miles of existing CCTV coverage and report the highest truck crash rate within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

<b>MEDIUM</b>	<b>Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate of 250–500 Crashes per MTVMT</b>	<b>Outside of 5 Miles of Existing CCTV Coverage AND Truck Crash Rate of 75–150 Crashes per MTVMT</b>	<b>50</b>
<b>LOW</b>	<b>Within 5 Miles of Existing CCTV Coverage OR Truck Crash Rate &lt; 500 Crashes per MTVMT</b>	<b>Within 5 Miles of Existing CCTV Coverage OR Truck Crash Rate &lt; 150 Crashes per MTVMT</b>	<b>0</b>

See *Program Guidance* for details on how this measure is calculated.

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If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether it is outside of 5 miles of existing CCTV coverage and explain how you calculated the highest truck crash rate within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**Optional supplementary information for Goal Area #3 System Enhancements (Questions 3a through 3e) (Not required)**

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No files selected.

## Highway Goal Area #4 - Operational Needs

Any supplementary information to support Operational Needs measures should be submitted at the end of this section (not required).

**4a. Describe how the project addresses the operational needs of the Illinois highway system. This question is required in order to receive points in the Operational Needs Goal Area. Enter N/A if this category is not applicable to the project. \***

0/300 words

**4b. Bridge Weight Restrictions**

**Instruction:** If using the Priority Freight Network map, navigate to the *Bridge Weight* layer, zoom into the project location, select the roadway segment and report whether there is a bridge weight restriction and report the highest Priority Freight Network (PFN) score within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

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If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether there is a bridge weight restriction within your project boundaries and describe the importance of this bridge to freight. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

0/300 words

**4c. Vertical Clearance Limitations**

**Instruction:** If using the Priority Freight Network map, navigate to the *Vertical Clearance* layer, zoom into the project location, select the roadway segment and report the lowest vertical clearance within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report the lowest vertical clearance within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

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

**Instruction:** If using the Priority Freight Network map, navigate to the *OS/OW* layer, zoom into the project location, select the roadway segment and report the highest number of OSOW load routing failures within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report the highest number of OSOW load routing failures within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**4e. Inadequate Travel Lanes**

**Instruction:** If using the Priority Freight Network map, navigate to the *Travel Lane Width* layer, zoom into the project location, select the roadway segment and whether any segments have inadequate travel lane width and report the highest PFN score within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

<b>SCORE</b>	<b>Urbanized (&gt; 50k pop)</b>	<b>Rural (&lt; 50K pop)</b>	<b>Points Awarded</b>
<b>HIGH</b>	<b>Inadequate Travel Lane Width AND PFN Score &gt; 60</b>	<b>Inadequate Travel Lane Width AND PFN Score &gt; 60</b>	<b>100</b>
<b>MEDIUM</b>	<b>Inadequate Travel Lane Width AND PFN Score of 40–60</b>	<b>Inadequate Travel Lane Width AND PFN Score of 40–60</b>	<b>50</b>



<b>LOW</b>	<b>Adequate Travel Lane Width OR PFN Score &lt; 40</b>	<b>Adequate Travel Lane Width OR PFN Score &lt; 40</b>	<b>0</b>
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See *Program Guidance* for details on how this measure is calculated.

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If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether any segments have inadequate travel lane width and report the highest PFN score within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**4f. Inadequate Shoulder Lanes**

**Instruction:** If using the Priority Freight Network map, navigate to the *Shoulder Width* layer, zoom into the project location, select the roadway segment and whether any segments have inadequate outside shoulder width and report the highest PFN score within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether any segments have inadequate outside shoulder width and report the highest PFN score within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

Optional supplementary information for Goal Area #4 Operational Needs (Questions 4a through 4f) (Not required)

Browse... No files selected.

## Highway Goal Area #5 - Truck Parking

Any supplementary information to support Truck Parking measures should be submitted at the end of this section (not required).

**5a. Describe how the project improves truck parking on the Illinois highway system. This question is required in order to receive points in the Truck Parking Goal Area. Enter N/A if this category is not applicable to the project. \***

0/300 words

### 5b. Truck Parking Demand-to-Capacity Ratio

**Instruction:** If using the Priority Freight Network map, navigate to the *Truck Parking* layer, zoom into the project location, select the roadway segment and report the highest truck parking demand-to-capacity ratio within the project boundary. Use this value to score your project as High, Medium, or Low from the

dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report the truck parking demand-to-capacity ratio within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

### 5c. Fatigue-related Crashes

**Instruction:** If using the Priority Freight Network map, navigate to the *Fatigue Crashes* layer, zoom into the project location, select the roadway segment and report whether any of the segment(s) have been flagged as having a higher number of fatigue-related crashes involving trucks within the project boundary. Use this value to score your project as High, Medium, or Low from the dropdown below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

<b>LOW</b>	<b>Not on a segment with a High Number of Fatigue-Related Crashes Involving Trucks</b>	<b>Not on a segment with a High Number of Fatigue-Related Crashes Involving Trucks</b>	<b>0</b>
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See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer text box to report whether any of the segment(s) have been flagged as having a higher number of fatigue-related crashes involving trucks within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

**5d. Crashes Involving Parked Trucks**

**Instruction:** If using the Priority Freight Network map, navigate to the *Parked Truck Crashes* layer, zoom into the project location, select the roadway segment and report the highest crashes involving parked trucks value within the project boundary. Use this value to score your project as High, Medium, or Low from the dropbox below. Optional supplementary information to support this measure can be described in the text box below (not required).

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

See *Program Guidance* for details on how this measure is calculated.

If using an alternative data source, please select 'Other' from the dropdown box and use the long answer

text box to report the highest crashes involving parked trucks value within your project boundaries. Please submit your answer, calculation methodology, and data sources. You must still indicate within your answer if your project scores high, medium, or low using the table above.

Optional supplementary information for Goal Area #5 Truck Parking (Questions 5a through 5d) (Not required)

Browse... No files selected.

▲ 6 / 7 ▼

## Section I - Intermodal Scoring Criteria

This section will be for applicants to input the quantitative and qualitative scoring criteria for the Intermodal Goal Areas and Measures.

These sections include:

1. Safety
2. Modal Connectivity
3. Mode Shift

Projects can submit scores in one or more goal categories. Applicants only need to submit scores in relevant goal categories; IDOT encourages projects that score well in one or more goal categories to apply. All questions in a goal category *must* be completed (including the qualitative justification) in order for a project to be scored in that goal category.

Intermodal project evaluation will rely on information provided by the applicant. Applicants should provide 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 within *Program Guidance*.

Please ensure each required question is answered to the best of your abilities. Applicants are allowed to provide additional data or supplementary information to support the three Intermodal goal areas. Each goal area will include a supplementary information upload feature for applicants to submit additional documentation. If you are unable to upload documentation within the application portal, please email it to [DOT.ILFreightPlanning@illinois.gov](mailto:DOT.ILFreightPlanning@illinois.gov)

When emailing supplementary information, please include the project name and appropriate question number(s) in the subject line.

## Intermodal Goal Area #1 - Safety

Any supplementary information to support Safety measures should be submitted at the end of this section (not required).

**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. This question is required in order to receive points in the Safety Goal Area. \***

0/300 words

### 1b. Reduction in Truck VMT

**Instruction:** Calculate the 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:

$$70 \text{ trucks} * 500 \text{ miles} * 250 \text{ days} = 8.75 \text{ Million VMT reduction annually}$$

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

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

See *Program Guidance* for details on how this measure is calculated.

Provide a brief narrative of how the project will achieve the change in truck VMT, including data sources and methodology.

0/300 words

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

**Instruction:** 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.

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

See *Program Guidance* for details on how this measure is calculated.

Provide a brief narrative of how the project will achieve the change in crash rates as well as supplementary data to justify their scoring. For qualitative descriptions, applicants should interpret the threshold values in Table 5.23 Scoring (in *Program Guidance*) 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.

0/300 words

**1d. Reduction in hazmat/environmental risks**

**Instruction:** Describe 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.

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

See *Program Guidance* for details on how this measure is calculated.

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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 (in *Program Guidance*) 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.



0/300 words

**Optional supplementary information for Goal Area #1 Safety (Questions 1a through 1d) (Not required)**

Browse... No files selected.

## Intermodal Goal Area #2 - Modal Connectivity

Any supplementary information to support Modal Connectivity measures should be submitted at the end of this section (not required).

**2a. Describe how the project contributes to improving the capacity for modal connectivity within the Illinois intermodal freight system. This question is required in order to receive points in the Modal Connectivity Goal Area. \***

0/300 words

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

**Instruction: Describe 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.**

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

See *Program Guidance* for details on how this measure is calculated.

**Provide a brief narrative of how the project will add intermodal connections, including supplementary data and methodology.**

0/300 words

**2c. Increased intermodal volume**

**Instruction: 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 (in *Program Guidance*) to convert values between modes.**

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

See *Program Guidance* for details on how this measure is calculated.

**Provide a brief narrative of how the project will achieve the change in intermodal volume, including supplementary data and methodology.**

0/300 words

**Optional supplementary information for Goal Area #2 Modal Connectivity (Questions 2a through 2c) (Not required)**

Browse... No files selected.

## Intermodal Goal Area #3 - Mode Shift

Any supplementary information to support Mode Shift measures should be submitted at the end of this section (not required).

**3a. Describe how the project contributes to improving the Illinois intermodal freight system through the mitigation of over-road trucking volumes. This question is required in order to receive points in the Mode Shift Goal Area. \***

0/300 words

### 3b. Change in truck equivalencies

**Instruction: Describe 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, applicants may use the Table 5.21 Standard Intermodal Freight Conversion Values (in *Program Guidance*) to convert values between modes.**

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

See *Program Guidance* for details on how this measure is calculated.

Provide a brief narrative of how the project will achieve the change in truck equivalencies, including data sources and methodology.

0/300 words

### 3c. Technology Enhancements Supporting Emissions Reductions at freight facilities

**Instruction:** Describe 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.

SCORE	Fleet Fuel Efficiency	Points Awarded
HIGH	Deployment of zero-emission vehicles that operate inside the boundaries of intermodal facilities	100

<b>MEDIUM</b>	<b>Deployment of intelligent transportation systems or other energy efficiency improvements that increase truck freight efficiencies inside the boundaries of intermodal facilities</b>	<b>50</b>
<b>LOW</b>	<b>No change in fleet fuel efficiency at freight facilities</b>	<b>0</b>

See *Program Guidance* for details on how this measure is calculated.

▼

**Describe what supplementary data was used and their methodology to justify their scoring.**

0/300 words

**3d. Avoided truck volumes at nearby sensitive intersections**

**Instruction: 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.**

**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.**

**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.**

<b>SCORE</b>	<b>Avoided Truck Volume at Sensitive Intersections</b>	<b>Points Awarded</b>
<b>HIGH</b>	<b>Truck volume reduction at a nearby sensitive intersection &gt; 50%</b>	<b>100</b>

**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**

See *Program Guidance* for details on how this measure is calculated.

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.

0/300 words

**Optional supplementary information for Goal Area #3 Mode Shift (Questions 3a through 3d) (Not required)**

 No files selected.

## Section C - Crosscutting Measures

Crosscutting measures apply to both highway and intermodal projects.

Crosscutting measures include:

1. Applicable Partnerships in Place
2. Project Readiness
3. Equity and Environmental Justice Impacts

### Crosscutting Goal Area #1 - Applicable Partnerships in Place

**1. 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
- Other (explain in detail)

**Letters of support do not count as material support.**

**Documentation and/or detailed descriptions of each material partnership should be provided. Please submit below. Enter N/A if no partnerships in place. \***

0/300 words

**Submit supporting documentation of each material partnership.**

Browse... No files selected.

## Crosscutting Goal Area #2 - Project Readiness

**2. 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 acquired or N/A
- 2f. Please describe other planning work completed below. If NEPA is not completed, please describe NEPA class of action if known. If no planning work has been completed, please indicate in the text box.

## Crosscutting Goal Area #3 - Equity and Environmental

## Justice Impacts

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 (at the end of this section).

**3a. Describe the impacts that this project will have on surrounding communities (e.g. increase/reduction in safety, congestion, noise, or vibration; increase/reduction in emissions or air quality).**

**(If applicable) Describe how the project advances the goals of the USDOT Justice 40 initiative and IEPA Environmental Justice communities. A justification of how this project reduces or mitigates the impact of freight or otherwise supports these program goals is required to score points in questions 3b or 3c. \***

0/300 words

### 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.**

**50 points will be awarded if the project lies within a Transportation Disadvantaged Community Zone and a justification of how the project mitigates or reduces the impacts of freight or otherwise supports the goals of this program is provided in Question 3a. \***

- Yes, my project is in a Justice40 Transportation Disadvantaged Community.
- No, my project is not in a Justice40 Transportation Disadvantaged Community.

### 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.**

**50 points will be awarded if the project lies within a IEPA Environmental Justice Area and a justification of how the project mitigates or reduces the impacts of freight or otherwise supports the goals of this program is provided in Question 3a. \***

- Yes, my project is in an environmental justice community according to IEPA..
- No, my project is not in an environmental justice community according to IEPA.



#### 4. Department of Commerce and Economic Opportunity Zones

**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.

**50 points will be awarded if the project lies in a DCEO Opportunity Zone. \***

- Yes, my project is in an Opportunity Zone.
- No, my project is not in an Opportunity Zone.

**Optional supplementary information for Goal Area #3 Equity and Environmental Justice Impacts (Questions 3a through 4) (Not required)**

No files selected.

▲ 8 / 9 ▼

**Please use this field to submit any additional data or documentation needed to describe, document, or support the project and its contribution to any of the goal categories.**

No files selected.

Thank you for submitting to the Illinois Competitive Freight Program! Please ensure all required questions are answered and submit the application before December 19, 2022 11:59 PM CDT. If there are any questions, please email [DOT.ILFreightPlanning@Illinois.gov](mailto:DOT.ILFreightPlanning@Illinois.gov).

For questions about this application, please contact [DOT.ILFreightPlanning@Illinois.gov](mailto:DOT.ILFreightPlanning@Illinois.gov).