Illinois Department of Transportation

Illinois Competitive Freight Program

February 16, 2018

Contents

Introduction

The Illinois Department of Transportation (IDOT) has developed a State Freight Plan that analyzes freight flows, trends, and makes recommendations to improve the mobility of freight in Illinois. A component of the plan still under development is 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. Illinois will develop the Freight Investment Plan using this competitive grant program. The competitive grant program will provide the opportunity for IDOT and other stakeholders to submit projects for ranking and selection based on a defined set of criteria. The Illinois Competitive Freight Program will:

- Support objectivity, equity, and transparency in project selection
- Reinforce the use of freight performance goals found in the State Freight Plan
- 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.

The Freight Investment Plan will be finalized following the competitive award process, as described below.

Goals for the Illinois Competitive Freight Program

The Illinois Competitive Freight Program seeks to improve freight mobility throughout Illinois by implementing the goals of the 2017 Illinois State Freight Plan to improve **safety**, **efficiency**, and to **grow the economy**. The program will focus on achieving the following outcomes:

1. Reducing Bottlenecks
2. Improving Freight Related Safety
3. Improving Intermodal Accessibility to/from Freight Corridors
4. Technology Deployment

The program is application based. Evaluation Criteria have been developed to rank projects. The weighting applied to evaluation criteria varies by the goal category.

Schedule

Application period opens	February 16, 2018
Application Deadline	April 6, 2018 (11:59:59pm CDT)
ISFAC Reviews Project List	April 23, 2018
Finalize Rankings	May 7, 2018
Announce Successful Projects	June 1, 2018

Funding

Illinois will receive approximately $225 million of National Highway Freight Program funds in years 2016-2020 through the Fixing America's Surface Transportation Act (FAST Act). This is the amount distributed to Illinois by our state specific formula. Funding amounts vary by year, as noted in the programming section below. The five-year average is $45 million/year. The maximum award amount will be the full amount of federal funds provided for the fiscal year in which the project is programmed.

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 FAST 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 here[1]. If your project is not on the Primary Highway Freight System and is not identified on the preliminary listing of Critical Urban and Rural Freight Corridors you must comprehensively explain the importance of your 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.

The FAST Act also allows up to 10% 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 water facilities. The FAST Act requires these projects 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 FAST Act 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.

The amount allowable for Intermodal projects is not a set-aside. The *allowable* intermodal percentage currently equates to approximately $4.30 million to $5.38 million per year (or $22.5 million over 5 years). Multi-year projects will be considered. The use of federal funds on a privately-owned facility is a unique provision in the FAST Act so a single award will not be made that extends beyond the period of the Act (FY 2020). The total award amount available through FY 2020 is approximately $14 million. There is no guarantee a single award will reach these levels. FY 21-22 funding may be contingent on this Intermodal provision extending into the next federal authorization.

[1] Select ARCGIS for sign-in. User name is: MPOViewer Password is: MPO@1dot

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.

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.

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 (although 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.

Ranking Process

A project ranking and selection committee consisting of Illinois Department of Transportation Planning, Programming, and District staff will review all applications and rank them using evaluation criteria that vary based on the project goal category. The Illinois State Freight Advisory Council will be provided an opportunity to review project rankings and provide input on how well each project supports the goals of the Illinois Competitive Freight Program.

The project ranking and selection committee will then develop a final ranking based upon program evaluation criteria. The committee will apply professional judgement that may cause the recommended program to differ from the final 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.

Funding Distribution Goals

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

Awards and Programming

The 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 federal fiscal year. Freight formula funding amounts will be set based on existing FAST Act funding levels. Estimated funding amounts for Federal FY 21 and FY 22 (see below) will be used for years 4 and 5 of the program. The

funding is contingent upon federal re-authorization of the National Highway Freight Program in years 2021 and 2022 as well as appropriation at the federal and state level.

2018 43,040,166
2019 48,420,187
2020 53,800,208 *Estimate – Subject to planned FY 20 Rescission
2021 45,000,000 *Estimate – Contingent on Federal Authorization
2022 45,000,000 *Estimate – Contingent on Federal Authorization

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.

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. FY 18 projects will be granted until January 1, 2019 to execute an IGA.

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. This should include an explanation of the methodology used to quantify the benefits.

Application Requirements

Applicants will complete an on-line application that identifies the project goal category for which they are applying. This goal category will receive the highest weighting during evaluation. Points will also be awarded for the other goal areas as well as 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 2017 Illinois State Freight Plan.
- Identification of multi-jurisdictional and financial support for the project.

Applications will be submitted on-line. Supporting documents must be submitted to: DOT.ILFreightPlanning@illinois.gov by 11:59:59 PM CDT April 6, 2018. Email submissions should place the project title in the subject line and in each file name.

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.

This program is not intended to substitute for other existing and available funding sources. If any phase of the project is in the current IDOT Multi-Year Program the sponsor must explain in their application how receipt of freight formula funds would result in ***substantial benefits*** to the timeliness of project delivery.

If an applicant is seeking freight formula funds to improve readiness of a project for a discretionary grant program they must explain how receipt of these funds will ***substantially improve*** readiness and competitiveness for future grant applications and explain the regional and statewide significance of the project.

Note: Every applicant 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.

General Project Information

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

Project Title	Please give the project a concise title by which the project can be referred to by name. This question is mandatory.
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.
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.
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.
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.
GATA Registration Number	Enter the GATA Registration 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 does not require a response.
Project Municipality/Township	Please indicate the municipality or township the project is located in. This question is mandatory.
Project County	Please indicate the county the project is located in. This question is mandatory.
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.
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.
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.
Project Length in Miles	Please indicate the length of the project in miles. This question is not mandatory.
Project Website	Please provide a URL to a project website if one exists. This question is not mandatory.

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.
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.
Freight Formula Funds Requested	Enter the amount of federal funds requested through the five years of this grant program. If multiple phases are being requested for using the freight formula funds over the five year period, please sum them, regardless of phase or year, and enter them here. This question is mandatory.
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. Send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov with other supplemental information. This question is mandatory.
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. Send the form, with the project title in the file name, to DOT.ILFreightPlanning@illinois.gov with other supplemental information. This question is mandatory.
Freight Network	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. This question is not mandatory.
Freight Network Supplemental Information	If your project is not on the Primary Highway Freight System, Critical Urban Freight Corridor, or Critical Rural Freight Corridor, please provide information on why it should be included. Further eligibility requirements for inclusion as a Critical Urban Freight Corridor or Critical Rural Freight Corridor is available in Appendix D of this document. This question is not mandatory.
Rail or Water Facility	Please indicate if your project is within in the boundary of a rail or water facility, regardless of whether it is public or private. This question is mandatory.

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.
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.
Primary Contact Person	Please indicate the primary contact person for this project. This question is mandatory.
Title of Contact	Please indicate the title of the primary contact for this project. This question is mandatory.
Agency	Please indicate the agency of the primary contact for this project. This question is mandatory.
Address	Please indicate the street address of the primary contact for this project. This question is mandatory.
City	Please indicate the city of the primary contact for this project. This question is mandatory.
Zip Code	Please indicate the zip code of the primary contact for this project. This question is mandatory.
Contact Phone	Please indicate the phone number of the primary contact for this project. This question is mandatory
Contact E-mail	Please indicate the e-mail for the primary contact for this project. This question is mandatory.
Goal Category	Based on the evaluation criteria weighting, a goal category must be selected. Information on evaluation criteria is available below. All aspects of the goals will be evaluated, therefore all criteria will be evaluated per project regardless of the goal category selected. This question is mandatory.

Goals and Performance Measures

The material below has been developed to assist applicants in completing each field in the online application. Instructions are provided to guide applicants on how to determine answers to each question, provide information on the data source(s) to be used, and the methodology used to determine the scores associated with each question. An on-line data source tool has been developed that will provide much of the data required for the application. A link is provided in the *Data Source* for each question where the tool can be used. In Table 1 below, a scoring matrix has been provided to demonstrate how overall scores will be calculated for project applications.

Application Scoring

Projects will be scored on 15 measures that span the following goal areas: bottleneck reduction, freight related safety, intermodal accessibility, and technology deployment. In addition, projects will also accumulate points on six additional "crosscutting" measures that apply equally to all projects. The points accumulated in each goal area will be weighted differently depending on the goal area the project is

applying to, as shown in Table 1. For example, a project applying to the bottleneck reduction goal area will receive a subtotal score that weighs bottleneck reduction measures by 50%, safety measures by 10%, intermodal accessibility measures by 10%, technological deployment measures by 10%, and crosscutting measures by 20%. Measures in the application goal area will be weighted more heavily than measures in other goal areas, allowing a wider range of projects to obtain a competitive score.

Table 1: Scoring and Weights

Goal Areas	Number of Measures	Weights By Application Area			
		Bottleneck Reduction	Freight Related Safety	Intermodal Accessibility	Technological Deployment
Bottleneck Reduction	4	50%	10%	10%	10%
Freight Related Safety	5	10%	50%	10%	10%
Intermodal Accessibility	5	10%	10%	50%	10%
Technology Deployment	1	10%	10%	10%	50%
Crosscutting Measures	6	20%	20%	20%	20%
Subtotal Score Available		1050	1050	1050	1050

The subtotal score will be calculated by summing the points accumulated in each measure based on the applicable weighting. Additional points will be awarded based on the project's cost-effectiveness, which is defined as the subtotal points achieved divided by the total costs of the project. A maximum of 250 points will be awarded by IDOT by comparing the project's cost-effectiveness to the cost-effectiveness of other projects applying to the program.

Applicants should provide a response for all 21 measures and any applicable qualitative data and facts of the project to allow evaluation of the overall positive impacts of the project. Some questions will ask for a concise but thorough explanation of how the answer was reached, including data sources, calculations, and other relevant context. The following sections provide guidelines on how each of the measures should be calculated and how they will be scored.

Goal Area #1 - Bottleneck Reduction

Current Truck Travel Time Unreliability

This measure was reported in the Illinois State Freight Plan, and captures the degree to which traffic unreliability affects truck operations. This measure was calculated as the multiplication of the Truck Travel Time Index and Truck Annual Average Daily Traffic (AADT). The Truck Travel Time Index was defined as the ratio of the 95th percentile travel time over the 50th percentile travel time (median) for trucks along a given roadway segment, for the most recent year of data availability (using the National Performance Management Research Data Set). Analysis was performed for both directions of travel.

Instruction: Applicants should report the highest Truck Travel Time Unreliability Measure found within the boundaries of the project, along the direction of travel affected by the project. Within the dashboard in the link below, the applicant should navigate to the road segment affected by the project, hover over the roadway segment, and report the value provided for Truck Travel Time Unreliability.

If Truck Travel Time Unreliability was not calculated in the Illinois State Freight Plan for a certain road, either the road is not part of the National Highway System analyzed or not enough travel times records were available to estimate the Travel Time Unreliability Index with certainty. In either case, applicants are encouraged to calculate their own Truck Travel Time Unreliability Measure if alternative sources of travel time data are available. At least 250 travel time records should be used to calculate the Travel Time Unreliability Index. Please explain in the application which data sources were used for this determination.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 250 points will be awarded according to:

Table 2: Scoring

Current Truck Travel Time Unreliability Measure	Points Awarded
10,500 or more	250
5,000 to 10,499	125
3,000 to 4,999	75
1,500 to 2,999	37.5
1,499 or less	0

Current Hours of Truck Delay

This measure was reported in the Illinois State Freight Plan, and captures the average hours of delay accumulated by trucks per year. This measure was calculated by multiplying the truck AADT with the average delay per truck and dividing by the centerline distance in miles of the roadway segment. Dividing by segment length provides a rate of delay accumulation that can be compared between roadway segments of different lengths. The average delay per truck was calculated as the difference between the average travel time and the 10^{th} percentile travel time, which is often interpreted as the free flow travel time. The travel time data was obtained from the National Performance Management Research Data Set for the latest year available. Only trucks were considered. Analysis was performed for both directions of travel.

Instruction: Applicants should report the highest Truck Hours of Delay Measure found within the boundaries of the project, along the direction of travel affected by the project. Within the dashboard in the link below, the applicant should navigate to the road segment affected by the project, hover over the roadway segment, and report the value provided for Hours of Truck Delay.

If the Hours of Truck Delay measure was not calculated in the Illinois State Freight Plan for a specific road, either the road is not part of the National Highway System or not enough travel times records were available to provide a reliable estimate. In either case, applicants are encouraged to calculate their own Hours of Truck Delay measure if alternative sources of travel time data are available. At least 250 travel time records should be used to estimate the average delay per truck. Please explain in the application which data sources were used for this determination.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 250 points will be awarded according to:

Table 3: Scoring

Current Hours of Truck Delay (hrs/mile-year)	Points Awarded
33,000 or more	250
14,000 to 32,999	125
8,500 to 13,999	75
3,000 to 8,499	37.5
2,999 or less	0

Existing Bottleneck Locations identified in State Freight Plan

The Illinois State Freight Plan designated a roadway segment as a truck bottleneck if it had a Truck Travel Time Unreliability Measure or Truck Hours of Delay Measure higher than 95 percent of all roads analyzed (95th percentile bottleneck). To allow for a greater range of projects to receive points, bottlenecks will also be considered at the 90th percentile and 80th percentile.

Instruction: Applicants should report whether any roadway segment in the project boundaries, along the direction of travel affected by the project, has been identified as a bottleneck at the 95th, 90th and 80th percentile in the State Freight Plan by navigating to the project boundaries in the dashboard in the link below.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 250 points will be awarded according to:

Table 4: Scoring

Segment Bottleneck Level	Points Awarded
95th percentile bottleneck	250
90th percentile bottleneck	212.5
80th percentile bottleneck	175
Not a bottleneck	0

Improvement in Truck Travel Time Reliability or Hours of Delay

This qualitative measure identifies whether the project includes improvements typically associated with the reduction or elimination of truck bottlenecks.

Instruction: Applicants should select all that apply.

Data Source: Project information.

Scoring: A maximum of 300 points will be awarded according to:

Table 5: Scoring

Project is expected to (select all that apply):	Points Awarded
Increase roadway capacity	60
Remove geometric barrier for trucks	60
Separate at-grade crossing	60
Eliminate or avoid a truck load restriction	60
Other bottleneck improvement	60

Goal Area #2 – Freight Related Safety

The following measures will be used to rank projects. Top scoring safety projects will be further evaluated using the IDOT Highway Safety Improvement Program Benefit-Cost tool to assist in final programming decisions.

Current Fatality Rate involving Trucks

Instruction: Applicants should report the average yearly rate of fatalities from collisions involving a truck. This data is included in the link below, and can be accessed by navigating to the roadway segment in question and hovering over it.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 250 points will be awarded according to:

Table 6: Scoring

Current fatality rate involving trucks per year:	Points Awarded
0.50 or more	250
0.25 to 0.49	125
0.01 to 0.249	62.5
0	0

Current Serious Injury Rate involving Trucks

Instruction: Applicants should report the average yearly rate of injuries from collisions involving a truck. This data is included in the link below, and can be accessed by navigating to the roadway segment in question and hovering over it.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

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

Table 7: Scoring

Current injury rate involving trucks per year:	Points Awarded
2.25 or more	100
1.75 to 2.24	75
1.00 to 1.74	50
0 to 0.99	0

Improvements in Safety

Instruction: Applicants should select all the safety features that are included as part of the project.

Data Source: Project information.

Scoring: A maximum of 360 points will be awarded according to:

Table 8: Scoring of Question #7

Safety improvements (select all that apply):	Points Awarded
Improve signage, geometry or pavement markings	60
Install interactive truck rollover signage	60
Install equipment to enforce speed limits	60
Add centerline and shoulder rumble strips	60
Install Intelligent Transportation Systems or detectors and dynamic message boards	60
Install systems to improve truck driver behavior	60

Current Safer Roads Index

Instruction: Applicants should report the worst Safer Roads Index (SRI) for the segments within the project boundaries. This information is included in the link below, and can be accessed by navigating to the roadway segment(s) in question and hovering over it.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

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

Table 9: Scoring

Safer Roads Index:	Points Awarded
Top 5%	100
High	75
Medium	50
Other	0

Additional Truck Parking Spaces

Instruction: Applicants should report the number of additional new tractor-trailer parking spaces available 24/7 as a result of the project. Temporary parking spaces should not be considered.

Data Source: Project information.

Scoring: A maximum of 240 points will be awarded according to:

Table 10: Scoring

Additional new tractor-trailer parking spaces available	Points Awarded
100 or more	240
50 to 99	180
25 to 49	120
1 to 24	60
0	0

Goal Area #3 - Intermodal Accessibility

For a project to apply to the Intermodal Accessibility goal area it needs to be located within 3 miles of one of the following intermodal facilities: rail intermodal facility, rail bulk transfer facility, lake or river port facility, or airport.

Increased Freight Volume

Instruction: Applicants should report the additional number of trucks that are expected to use the terminal per day because of the project. Justification and ramp-up period details should be provided on how this estimate was developed. Expected increase could be calculated after an appropriate ramp-up period. For non-containerized commodities assume 20 tons per truck.

Data Source: Project Information.

Scoring: A total of 250 points will be awarded according to:

Table 11: Scoring

Expected increase in trucks using the terminal per day because of the project	Points Awarded
200 trucks or more	250
100 to 199 trucks	187.5
50 to 99 trucks	125
25 to 49 trucks	62.5
24 or less	0

Current Facility Truck Gate Count

Instruction: Applicants should report the current number of trucks using the terminal per day on average. For non-containerized commodities assume 20 tons per truck.

Data Source: Project Information.

Scoring: A total of 250 points will be awarded according to:

Table 12: Scoring of Question #11

Current number of trucks using the facility per day	Points Awarded
400 trucks or more	250
250 to 399 trucks	187.5
100 to 249 trucks	125
25 to 99 trucks	62.5
24 or less	0

Current Hours of Truck Delay

This measure was reported in the Illinois State Freight Plan, and captures the average hours of delay accumulated by trucks per year. This measure was calculated by multiplying the truck AADT with the average delay per truck and dividing by the centerline distance in miles of the roadway segment. Dividing by segment length provides a rate of delay accumulation that can be compared between roadway segments of different lengths. The average delay per truck was calculated as the difference between the average travel time and the 10^{th} percentile travel time, which is often interpreted as the free flow travel time. The travel time data was obtained from the National Performance Management Research Data Set for the latest year available. Only trucks were considered. Analysis was performed for both directions of travel.

Instruction: Applicants should report the highest Truck Hours of Delay Measure found within the boundaries of the project, along the direction of travel affected by the project. The applicant should navigate the dashboard in the link below to the road segment affected by the project, hover over the roadway segment, and report the value provided for Hours of Truck Delay.

If the Hours of Truck Delay measure was not calculated in the Illinois State Freight Plan for a specific road, either the road is not part of the National Highway System or not enough travel time records were available to provide a reliable estimate. In either case, applicants are encouraged to calculate their own Hours of Truck Delay measure if alternative sources of travel time data are available. At least 250 travel time records should be used to estimate the average delay per truck. Please explain in the application which data sources were used for this determination.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

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

Table 13: Scoring

Current Hours of Truck Delay (hrs/mile-year)	Points Awarded
33,000 or more	100
14,000 to 32,999	50
8,500 to 13,999	30
3,000 to 8,499	15
2,999 or less	0

Rail or Port Project Highway Relief

Instruction: Applicants should report the number of Class 7 or 8 trucks that the project is expected to remove off the highways per day as a result of the project. Justification should be provided that details how this estimate was developed. Expected highway relief could be calculated after an appropriate ramp-up period.

Data Source: Project Information.

Scoring: A maximum of 150 points will be awarded according to:

Table 14: Scoring

Number of Class 7/8 trucks removed from the highway per day	Points Awarded
500 or more	150
200 to 499	120
100 to 199	90
25 to 99	60
24 or less	0

Improvement in Truck Travel Time Reliability or Hours of Delay

Instruction: This qualitative measure identifies whether the project includes improvements typically associated with the reduction or elimination of truck bottlenecks. Improvements should be located on

roads providing accessibility to the intermodal facility. Applicants should select all that apply and provide thorough qualitative (and quantitative if applicable) justification supporting their selection.

Data Source: Project Information.

Scoring: A maximum of 300 points will be awarded according to:

Table 15: Scoring

Project is expected to (select all that apply):	**Points Awarded**
Increase roadway capacity	60
Remove geometric barrier for trucks	60
Separate at-grade crossing	60
Eliminate or avoid a truck load restriction	60
Other bottleneck improvement	60

Goal Area #4 - Technology Deployment

Technology Characteristics

Capturing the benefits of emerging technologies in freight is difficult because there often does not exist a history of past examples. Moreover, many of the benefits are often informational in nature, or are only likely to be fully realized in the long-term as complementary technologies and services are deployed. This measure awards points to projects based on if they have certain technological components.

Instruction: Applicants should report how many of the following components are included in the technology being deployed:

a) adaptive or synchronized traffic signals
b) real time traffic or operating condition information, including work zones and truck parking
c) electronic cargo information for intermodal efficiency
d) weigh-in-motion and other screening and credentialing systems
e) other vehicle-to-infrastructure systems
f) other relevant systems (explain in detail)

Applicants should describe in detail each technology subsystem and identify clearly how it will benefit freight.

Data Source: Project Information.

Scoring: A maximum of 1050 points will be awarded according to:

Table 16: Scoring

How many technology components listed above are included in the project:	Points Awarded
One	400
Two	650
Three	850
Four	950
Five	1000
Six or more	1050

Crosscutting Measures

Truck Volume (AADT)

Instruction: Applicants should report the Truck Volume (AADT) affected by the project. If the project is anticipated to affect only one direction of travel then only truck volumes along this direction should be reported. If the project affects both directions of travel then both vehicle streams should be considered. The applicant should navigate the dashboard in the link below to the road segment affected by the project, hover over the roadway segment, and report the value provided for Truck Volume (AADT). If the Freight Plan does not provide this information, alternative data sources can be used. The most recent value should be reported.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

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

Table 17: Scoring

Truck AADT	Points Awarded
10,000 or more	100
5,000-9,999	75
2,000-4,999	40
1,000-1,999	20
999 or less	0

Truck Percent

Instruction: Applicants should report the average percentage of trucks in the vehicle stream for the project boundaries. The applicant should navigate the dashboard in the link below to the road segment affected by the project, hover over the roadway segment, and report the value provided for Truck Percent. If the Freight Plan does not provide this information, alternative data sources can be used. The most recent value should be reported.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 250 points will be awarded according to:

Table 18: Scoring

Truck Percent	Points Awarded
50% or more	250
35%-49%	175.5
20%-34%	100
10%-19%	50
9% or less	0

Interstate Condition Rating Survey (CRS)

Instruction: This measure applies to Interstate highways only (there is a separate measure for Non-Interstate roads). Applicants should report the average Condition Rating Survey (CRS) for the project boundary based on data provided by IDOT. The applicant should navigate the dashboard in the link below to the road segment affected by the project, hover over the roadway segment, and report the value provided for Interstate CRS.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3

Scoring: A maximum of 150 points will be awarded according to:

Table 19: Scoring

CRS rating for Interstate highways	Points Awarded
less than 4	150
4.0 to 5.4	75
5.5 to 7.5	0

Non-Interstate Condition Rating Survey (CRS)

Instruction: This measure applies to Non-Interstate roads (there is a separate measure for Interstate highways). Applicants should report the average Condition Rating Survey (CRS) for the project boundary based on data provided by IDOT. The applicant should navigate the dashboard in the link below to the road segment affected by the project, hover over the roadway segment, and report the value provided for Non-Interstate CRS.

Data Source:
https://public.tableau.com/views/FreightCompetitiveProgram/ILTMCMaps?:showVizHome=no#3 or other IDOT sources.

Scoring: A maximum of 150 points will be awarded according to:

Table 20: Scoring

CRS rating for Non-Interstates	Points Awarded
less than 3.4	150
3.5 to 4.9	75
5.0 to 7.5	0

Material Partnerships

Instruction: Applicants should report how many jurisdictions or stakeholders (private or public) have or will provide significant material support for the project. Letters of support do not count as material support. Material support includes dollar contributions or dollar equivalent contributions such as:

- Right of way
- Project management services
- Project engineering services
- Capital assets
- Other (explain in detail)

Documentation and/or detailed descriptions of each material partnership should be provided.

Data Source: Project Information.

Scoring: A maximum of 150 points will be awarded according to:

Table 21: Scoring

Material Partnerships	Points Awarded
3 or more material partnerships	150
2 material partnerships	100
1 material partnership	50

Project Readiness

Instruction: Applicants should identify all that apply and provide detailed information supporting their selection.

Data Source: Project Information.

Scoring: A maximum of 250 points will be awarded according to:

Table 22: Scoring of Question #21

Project Readiness (select all that apply):	Points Awarded
Phase I complete	50
Phase II complete	50
ROW or easements acquired/not required	50
Other planning, environmental, design or construction related studies or project phases complete	50
All funding sources identified and confirmed	50

Supplemental Project Information

Applicants will need to answer the following supplemental information about the project. Any additional information can be submitted to IDOT by e-mailing additional information to DOT.ILFreightPlanning@illinois.gov. Please include the project title in the subject of the e-mail and any file names for files being included.

Supplemental Project Information:
Please explain how the project implements the goals of the State Freight Plan. The goals of the State Freight Plan are in chapter 5 of the plan which is available here: http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/ILFreightPlan_FINAL.pdf

If the project is already included in a local or statewide program, please explain how receiving funds will substantially improve the timeliness of the project delivery.

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 of a construction project.

Please also provide the following supplemental information to DOT.ILFreightPlanning@Illinois.gov with the project title in the subject of the e-mail and in each file name.

Location Map	Project Diagram/Sketch	Project Financing Table	Letters of Support	Financial Assurance Letters/Documents	Engineer's Cost Estimate

Appendix A – Eligible Types of 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 (required in FY 2018 and beyond). 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.

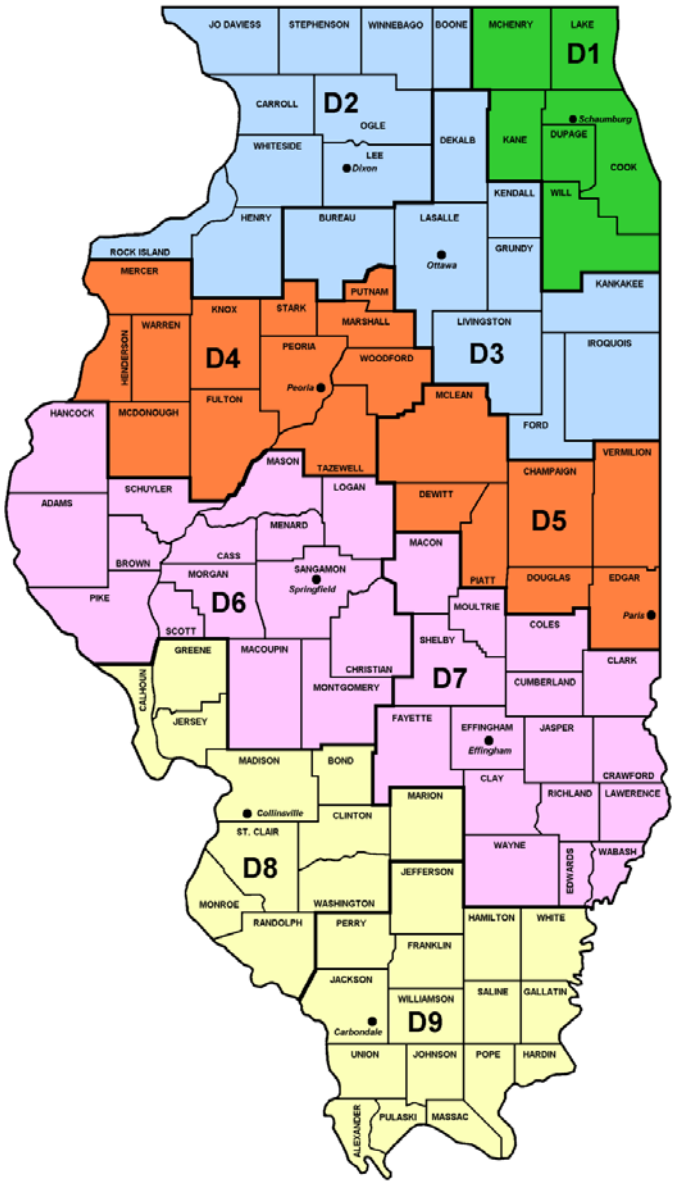
(22) A highway or bridge project to improve the flow of freight on the NHFN.

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 10 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.

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

IDOT DISTRICT CONTACT INFORMATION BY REGION



Region 1 (Anthony J. Quigley, Regional Engineer)	
District 1 Local Projects	District 1 State Projects
Christopher J. Holt, Local Roads Engineer 201 West Center Ct Schaumburg, IL 60196 Tel. 847/705-4201 Christopher.Holt@illinois.gov	Brian Carlson, Program Engineer 201 West Center Ct Schaumburg, IL 60196 Tel. 847/705-4080 Brian.Carlson@illinois.gov
Region 2 (Kevin F. Marchek, Regional Engineer)	
District 2 Local Projects	District 2 State Projects
Tony Baratta, Local Roads Engineer 819 Depot Avenue Dixon, IL 61021 Tel. 815/284-5380 Anthony.Baratta@illinois.gov	Kristine Tobin, Program Engineer 819 Depot Avenue Dixon, IL 61021 Tel. 815/284-5444 Kristine.Tobin@illinois.gov
District 3 Local Projects	District 3 State Projects
Donald Ernat, Local Roads Engineer 700 East Norris Drive Ottawa, IL 61350 Tel. 815/434-8426 Donald.Ernat@illinois.gov	Tom Magolan, Program Engineer 700 East Norris Drive Ottawa, IL 61350 Tel. 815/434-8426 Thomas.Magolan@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, Program 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	Jeannie Y. Bland, Program Engineer Route 133 West - PO Box 610 Paris, IL 61944 Tel. 217/466-7312 Jeannie.Bland@illinois.gov
Region 4 (Jeffrey M. South, Regional Engineer)	
District 6 Local Projects	District 6 State Projects
Chris Isbell, Local Roads Engineer 126 East Ash Street Springfield, IL 62704 Tel. 217/782-4690 Chris.Isbell@illinois.gov	Wes Clark, Program 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, Program Engineer 400 West Wabash Effingham, IL 62401 Tel. 217/342-8242 Kristi.Sandschafer@illinois.gov

Region 5 (Jeffrey L. Keirn, Regional Engineer)	
District 8 Local Projects	District 8 State Projects
Jim Mollet, (Acting) Local Roads Engineer 1102 Eastport Plaza Drive Collinsville, IL 62234 Tel. 618/346-3330 James.Mollet@illinois.gov	Gwen Lagemann, Program Engineer 1102 Eastport Plaza Drive Collinsville, IL 62234 Tel. 618/346-3150 Gwen.Lagemann@illinois.gov
District 9 Local Projects	District 9 State Projects
Keith Roberts, (Acting) Local Roads Engineer State Transportation Building, PO Box 100 Carbondale, IL 62903 Tel. 618/351-5260 Keith.Roberts@illinois.gov	Doug Keirn, Program Engineer State Transportation Building, PO Box 100 Carbondale, IL 62903 Tel. 618/351-5283 Douglas.Keirn@illinois.gov

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 Kick Off
- NEPA/Environmental Approval
- Draft Phase I Report
- Phase I Complete
- Intergovernmental Agreement Complete (If Necessary)
- Phase II Kick Off
- 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 - FAST Act 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—
i. 50,000 20-foot equivalent units per year; or
ii. 500,000 tons per year of bulk commodities;
(4) provides access to— i. a grain elevator;
ii. an agricultural facility;
iii. a mining facility;
iv. a forestry facility; or
v. 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.

The designation of CRFCs is limited to a maximum of 150 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;
i. the PHFS
ii. the Interstate System; or
iii. 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 75 miles or 10 percent of the PHFS mileage in the State, whichever is greater. Illinois is allowed to designate 168.54 miles of CUFCs.