



DUPAGE MAYORS AND MANAGERS CONFERENCE
1220 Oak Brook Road
Oak Brook, IL 60523
630-571-0480
www.dmmc-cog.org

AGENDA
DUPAGE MAYORS AND MANAGERS CONFERENCE
TRANSPORTATION TECHNICAL COMMITTEE
Thursday February 28, 2019 - 9:30 a.m.
DMMC Office
1220 Oak Brook Road, Oak Brook, IL 60523

I. WELCOME AND INTRODUCTIONS

A. Attendance

B. Approval of January 24, 2019 Transportation Technical Committee Meeting Minutes

For Committee Action

(Attached)

II. COMMITTEE DISCUSSION

A. Recommendations from Previous Meeting - Board of Directors Approval

At last month's Committee meeting, the Committee recommended to the Board of Directors the following items:

1. Shared Fund Bonus Points Application Form
2. Shared Fund Bonus Points Meeting Date and Voting Process
3. Neighboring Council Eligibility
4. Revised PL Budget

The Board of Directors approved all of these items at their February meeting.

For Committee Information

B. Shared Fund Council Bonus Points- Other Councils

Other Councils are in the process of deciding how they will allocate their Council Bonus Points. CMAP has compiled the attached information on Other Councils allocation process.

For Committee Information

(Attached)

C. Shared Fund, CMAQ, and TAP eTIP Tips

The call for projects for the STP Shared Fund, CMAQ, and TAP programs are currently open, and closes on March 15. All applications will be submitted using CMAP's eTIP online tool. CMAP has developed a PowerPoint presentation with information on submitting projects through the eTIP. DMMC staff will provide tips for properly submitting applications in the eTIP.

For Committee Information

(Attached)

D. Active Program Management (APM) Policies

The Committee heard an update on required changes to DMMC's local STP program at last month's meeting. DMMC staff will provide additional details in reviewing CMAP's Active Program Management policies and options for recommending incorporating the policies into DMMC's revised local program. The current DMMC STP methodology is attached for reference.

For Committee Information

(Attached)

III. INNOVATIONS AND TROUBLE SHOOTING

IV. IML PUBLIC WORKS COMMITTEE UPDATE

A. Monthly Report - Nan Newlon

V. SURFACE TRANSPORTATION PROGRAM

A. IDOT Local Roads and Streets Status Sheets for DuPage STP Projects

Please review the attached STP status sheets and alert Daniel Knickelbein at 630-571-0480 or dknickelbein@dmmc-cog.org if you see any discrepancies with your records.

(Attached)

B. Project Coordination Updates- DMMC Project Update Form

DMMC staff have been reaching out to project sponsors requesting up to date schedule and funding information for all federally funded projects in DuPage County. The attached form was sent to all Transportation Technical Committee members on February 14. If you have not filled out the form for each project and sent it back to Daniel Knickelbein, please do so.

For Committee Information

(Attached)

VI. REGIONAL TRANSPORTATION PARTNER UPDATES

A. DuPage County – Chris Snyder, John Loper

B. IDOT – Planning & Programming – Mike Sullivan

The FY 19-24 Management Monitoring Schedule is attached.

(Attached)

C. Illinois Tollway – Vicky Czuprynski

D. Metra – Demitri Skoufis

E. Pace – Chris Rose

The report is attached.

(Attached)

F. RTA – Andy Plummer

G. CMAP – Russell Pietrowiak/Kama Dobbs

The report is attached.

(Attached)

VII. INFORMATION

A. CMAP Meetings Summary Memo

DMMC staff has prepared the attached memo summarizing information gathered at CMAP Committee meetings since the previous Committee meeting. **(Attached)**

B. IDOT Updated PPI Form

The most up to date IDOT PPI form (revised 1-25-19) is attached. The form can also be accessed by clicking the link below, selecting District 1, and then clicking D1 PI 0004: <http://www.idot.illinois.gov/home/resources/Forms-Folder/d>

(Attached)

VIII. OTHER BUSINESS

IV. NEXT MEETING

The next meeting of the Transportation Technical Committee is scheduled for April 11, 2019 at 2:00 P.M. at the DMMC office. At this meeting, the Committee will vote to recommend allocation of DMMC's 25 Shared Fund Council Bonus Points.

V. ADJOURNMENT



DUPAGE MAYORS AND MANAGERS CONFERENCE

1220 Oak Brook Rd
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630-571-0480

MINUTES

**DUPAGE MAYORS AND MANAGERS CONFERENCE
TRANSPORTATION TECHNICAL COMMITTEE**

THURSDAY JANUARY 24, 2019 – 9:30 AM

DMMC OFFICE

1220 OAK BROOK ROAD, OAK BROOK, IL 60523

I. WELCOME AND INTRODUCTIONS

Director May called the meeting to order at 9:34 AM

A. Attendance

A sign-in sheet was provided and the following were registered as present:

Committee Members Attending (based on 12/10/18 Committee Roster)

May, Steve - Director	Village of Westmont
Grabowski, James – Deputy Director	City of Elmhurst
Liu, Kai	Village of Addison
Caracci, Joe	Village of Bensenville
Prohaska, Robert	Village of Bloomingdale
Preissig, David	Village of Burr Ridge
Cleveland, Bill	Village of Carol Stream
Johnson, Kent	City of Elmhurst
Nielson, Scott	Village of Glendale Heights
Daubert, Rich	Village of Glen Ellyn
Sikich, Andy	Village of Hanover Park
Diaz, Al	Village of Hinsdale
Beissel, John	Village of Itasca
Elias, Jason	Village of Lisle
Lew, Matthew	Village of Lombard
Louden, Jennifer	City of Naperville
Young, Karen	Village of Roselle
Juskelis, Vydas	Village of Villa Park
Coons, Joe	Village of Willowbrook

DUPAGE MAYORS AND MANAGERS CONFERENCE

Lagvankar, Sarang	City of Wheaton
York, Matt	City of Wood Dale
<i>Guests</i>	
Dobbs, Kama	CMAP
Woods, Jim	CivilTech
Slattery, Tom	Baxter and Woodman
Snyder, Chris	DuPage County
Robert Sullivan	IDOT
Solomon, Marilyn	IDOT
<i>DMMC Staff</i>	
Breinig, Joe	DMMC Staff
Knickelbein, Daniel	DMMC Staff
Persky, Daniel	DMMC Staff
Quintell, Suzette	DMMC Staff

B. Approval of Meeting Minutes from October 25, 2019 Meeting

Motion by Daubert to approve the minutes. Seconded by Cleveland. Motion carried.

II. COMMITTEE DISCUSSION

A. Shared Fund Council Bonus Points Application

May opened the discussion by noting that today's action builds off the discussion that happened at last month's Committee meeting. May brought up the proposed DMMC application and voting process and questioned whether sharing the full application as submitted to CMAP might be too much information. He continued by saying that the proposed application sheet as listed in the agenda packet would be required to be filled out by any project sponsor requested DMMC Council Bonus points. Louden asked about sharing the full application (as submitted to CMAP) with DMMC members. Dobbs noted that since all projects are being submitted through CMAP's online eTIP database, CMAP will probably be able to create a login for members to access and read through Shared Fund applications. Daubert noted that he feels it is important to be able to review full applications as submitted to CMAP and asked whether the presentation would be done by the consultant assisting with the application or the project sponsor. May noted that it could be both the consultant and sponsor presenting. Sikich requested adding a line to the proposed DMMC application form indicating when construction is anticipated to be started and finished. Louden made a motion to recommend approval of the application form with

the modification to add a line for anticipated start and end dates of construction. Second by Sikich. Motion carried.

B. Shared Fund Council Bonus Points Meeting Date and Voting Process

Knickelbein outlined the memo included in the agenda packet, which details a proposed process for voting to award DMMC Council Bonus points. He noted that at the January 2019 Board Meeting, the Board approved awarding 15 Council Bonus points to the top ranked application, and either 10 points to the next highest ranked project or two 5-point allocations to the next two highest ranked projects. The memo states that only Transportation Technical Committee members plus a representative from DuPage County are eligible to vote to allocate DMMC's Council Bonus Points, and that each project sponsor be given five minutes to explain their project to the Committee and discuss the benefits of the project. Juskelis asked if this process would prevent Mayors from caucusing in support of one another's projects and Knickelbein responded that it would not. Louden noted that the Committee only recommends the awarding of DMMC Council Bonus Points and that the Board makes the final decision. She also recommended holding the meeting during the week of April 8th.

Lew questioned whether alternate members could vote if the designated Committee member was not present at the meeting. Knickelbein responded that they could, and that each town only receives one vote. May reminded Committee members to request an alternate if they do not have one. Knickelbein was asked whether the Committee would vote today to award 10 points to the second highest ranked project or two 5-point allocations to the second and third highest ranked project, and he responded by saying that this determination would be made at the Committee meeting in April. Caracci made a motion to approve holding the meeting to vote to allocate DMMC's Shared Fund Council Bonus points on Thursday, April 11. Second by Louden. Motion carried. Sikich made a motion to approve the voting process as laid out in the memo included in the agenda packet. Second by Caracci. Motion carried.

C. Neighboring Councils Eligibility for DMMC Bonus Points

Knickelbein stated that the Committee had a discussion last month on allowing neighboring Councils to apply for DMMC Council Bonus Points. Eligible neighboring Councils would include Northwest, North Central, Central, Southwest, Will, and Kane/Kendall. Louden noted that any project sponsor outside of DuPage County would have to explain the benefit to DuPage County in the DMMC application form. Dobbs was asked if other Councils are considering similar eligibility for communities not in their jurisdiction. She responded by saying that most other Councils are trying to keep their process open but are just beginning to have this discussion. Motion by Grabowski to permit neighboring Councils to request DMMC Shared Fund Bonus Points. Second by Daubert. Motion carried. Knickelbein said that he would send a letter to neighboring Councils notifying them of their eligibility.

D. DMMC STP Local Methodology Changes

Knickelbein began his presentation by noting that the Committee would spend much of 2019 updating DMMC's local STP methodology. Today's presentation will cover three topics: DMMC's current STP methodology, CMAP required Active Program Management changes, and CMAP required Planning Factors, which must account for 25 percent of DMMC's revised scoring criteria. Knickelbein outlined the schedule for the Committee and Board to update DMMC's local STP methodology. He covered DMMC's existing methodology, and highlighted areas that the Committee could change. Potential areas for change he discussed include: Combining TCM and Highway into one program category, changing the required local funding match, providing federal funds for Phase I, changing the cost increase policy, and adding, removing, or changing existing evaluation criteria.

Knickelbein next covered CMAP's Active Program Management (APM) Policies. He began by noting that DMMC has a grandfathering policy that was approved by the Board in January. He next covered obligation deadlines and stated that project phases programmed in the "current" fiscal year must be fully obligated by September 30 of that year. Knickelbein continued by listing other APM Policies that DMMC must incorporate into the revised local program, including a contingency program, designated project managers, quarterly status updates, and rules on project extensions. He also noted that CMAP is encouraging training or attendance at workshops on STP funding, but that DMMC staff are recommending requiring attendance at a training or workshop to apply for STP funds.

Knickelbein continued by covering Active Reprogramming policies, which include cost changes for already obligated phases or phases in the current fiscal year, as well as moving up phases from out years into the current fiscal year. He cautioned that all Active Reprogramming will be subject to fiscal constraint within DMMC's program and noted that no advance funding will be available. He concluded by discussing accessing redistributed Shared Fund dollars and stated that unobligated funds that are redistributed to the Shared Fund can be used for project cost increases or to advance contingency projects. Councils can request unobligated funding that is redistributed to the Shared Fund only if that Council's current year funds have been fully obligated. He posed questions for the Committee to consider, including what DMMC's process for Active Reprogramming should look like, and whether DMMC should not program 100% of available funds to account for potential cost increases.

Persky continued the presentation by covering CMAP's ONTO 2050 Planning Factors. He stated that as part of the Memorandum of Agreement between all Councils and CMAP states that a minimum of 25% of revised Council methodology should be CMAP's Planning Factors. The five Planning Factors include: Transit-Oriented Development, Freight Movement, Complete Streets, Green Infrastructure, and Inclusive Growth. Persky went into greater detail on each of the five Planning Factors and noted each one's applicability to DuPage County and ways that each Factor could be included in DMMC's revised methodology.

Persky then covered different types of scoring criteria that DMMC could use to incorporate the Planning Factors into the revised methodology. The three types of

scoring criteria he covered include: Action-based scoring, condition-based scoring, and project-based scoring. Action-based scoring awards points for undertaking an action, such as adopting a Complete Streets policy. Condition-based scoring awards points for demonstrating a specified existing condition, such as percentage of freight vehicles on a roadway. Project-based scoring awards points for elements included in a project itself, such as a project that has Complete Streets elements. Persky concluded by noting that DMMC has control over how it incorporates the five Planning Factors and different scoring criteria into the revised program. He reminded the Committee that staff would return to the Committee in April for an additional discussion on ways to incorporate the five planning factors into DMMC's revised criteria.

Elias asked about advance funding and Knickelbein responded by saying that the new APM policies don't allow for Councils to borrow against their future programs but can move projects around in their new program and solicit unobligated Shared Fund dollars. Loudon asked about the Transit-Oriented Development Planning Factor and how it would apply to non-transit projects. Persky responded by saying that not all Planning Factors would have to apply to all types of projects, and that DMMC's revised methodology can be made complex or simple, depending on the wishes of the Committee. Persky also noted that not all five Planning Factors need to be incorporated into DMMC's local program, and that only one Planning Factor could account for all 25 percent of the revised criteria if recommended by the Committee and approved by the Board.

Persky was asked about LAFOs and whether this new methodology would eliminate the ability of LAFOs to get funded. He responded by saying that LAFOs wouldn't necessarily be eliminated with the revised criteria but that it might be harder for them to be awarded funding with the incorporation of the Planning Factors. Knickelbein reminded the Committee that in addition to CMAP's Planning Factors and Active Program Management (APM) policies, the Committee can look at changing existing DMMC criteria. The Committee also discussed the merits and drawbacks of funding Phase I Engineering with federal funding. Daubert stated that an applicant could demonstrate financial hardship in order to get Phase I funding from DMMC. York stated that he felt it was important for applicants to fund Phase I themselves to have financial skin in the game.

Daubert also stated that the 20% cost increase rule is important, as it gives applicants flexibility as project costs increase. York said that this gets back to the question of allocating 100% of DMMC's available funds. Persky stated that this is where LAFOs could be useful, in that they could be part of a contingency program and could be funded if guaranteed projects are delayed. Elias stated that he favors keeping as much of the current methodology the same, as there are significant changes that are required to be made and we shouldn't make things even more complicated. Loudon concurred with Elias. May concluded by noting that today's discussion is intended for feedback, and the Committee will be making recommendations on methodology changes at future meetings.

E. Revised PL Budget

May noted that each year DMMC adopts a PL budget for July 1-June 30. This is a revised budget based on staffing changes and includes both the 80/20 and 50/50 match funding tables. Cleveland made a motion to approve the revised PL budget. Second by Grabowski. Motion carried.

III. INNOVATIONS AND TROUBLE SHOOTING

No discussion.

IV. IML PUBLIC WORKS COMMITTEE

No discussion.

V. SURFACE TRANSPORTATION PROGRAM

A. IDOT Local Roads Report

Solomon noted that the West Chicago Washington Street project has received Design Approval. She also stated that IDOT is currently working on projects on the April letting. Solomon continued that former Bureau Chief Chris Holt retired, and if sending PDRs to IDOT to address them to Steve Travia (Steve.Travia@illinois.gov) and to CC Solomon (Marilin.Solomon@illinois.gov).

Knickelbein added that he will be reaching out to project sponsors in the next month to request schedule and funding information on all federally funded projects.

VI. REGIONAL PARTNER UPDATES

A. DuPage County

Snyder noted that DuPage County held a public meeting to discuss the I-294 Access study. DuPage and Cook County are partnering on an access study to promote mobility access. He noted that the study has identified three potential new interchanges, on 22nd Street, 31st Street, and 55th Street. He concluded by saying that municipal comments are being accepted and will be communicated to the Tollway.

B. IDOT

No discussion.

C. Illinois Tollway

No discussion.

D. Metra

No discussion.

E. Pace

No discussion.

F. RTA

No discussion.

G. CMAP

Persky noted that in addition to Shared Fund applications, CMAP is also currently accepting applications for CMAQ and TAP funding.

VII. INFORMATION

No discussion.

VIII. OTHER BUSINESS

No discussion.

IX. NEXT MEETING

The next regular meeting of the Transportation Technical Committee is scheduled for Thursday, February 28, 2019 at 9:30 a.m. at the DMMC office. Loudon asked if the April 11 Shared Fund vote meeting would take place at 9:30 a.m. Knickelbein asked the Committee if that time worked and the Committee responded affirmatively.

X. ADJOURNMENT

Motion by Loudon to adjourn the meeting. Second by Lagvankar.
The meeting was adjourned at 10:56 a.m.

Respectfully submitted,

Daniel Knickelbein

Council	Method	Distribution	Non-council projects	Criteria
CDOT	<i>Unknown</i>			
Central	<i>Next mtg 4/24/19</i>			
DuPage	Each member has 5 votes to apply to projects	15 pts. to highest; 10 pts to 2nd or 5 pts each to 2nd and 3rd	Only Northwest, Kane/Kendall, Will County, Southwest, Central, and North Central are eligible; Councils must apply to DMMC for consideration	Impact on DuPage (Improves network, project benefits, implement county-wide/multi-jurisdictional planning initiatives), Sponsor Commitment (funding, planning, readiness, community support)
Kane/Kendall	<i>TBD 3/1/19</i>			
Lake	Rank on a 100 pt scale	15 pts. to highest; 10 pts to 2nd or 5 pts each to 2nd and 3rd	Only if there are not enough projects within Lake County	Regional impact (functional class), readiness (Engineering complete), multi-agency (# partners), multi-modal (scope), community need (cohort 4 or 3)
McHenry	<i>Next Council mtg</i>			
North Central	<i>Next mtg 4/24/19</i>			
North Shore	<i>Next mtg 3/27/19</i>			
Northwest	Technical Committee vote	15 pts. to highest; flexibility with remaining 10 points	All councils eligible	Transportation Impact, Project Readiness, Planning Factors
South	<i>Next Trans Cmte is 3/5</i>			
Southwest	<i>Next Trans Cmte is 3/19</i>			
Will	<i>Next Trans Mtg is 3/27</i>			

CMAQ, TAP, & STP Shared Fund Call for Projects

eTIP Application Webinar

January 17, 2019

Overview

Accessing the Call for Projects in eTIP

Starting a new project or finding an “In Progress” project

Completing the eTIP Application form

Overview, cont'd

Mapping and attaching documents

Submitting for TIP programmer review (PL/agency staff)

Completing attachments

Overview, cont'd

Other considerations

Resources and next steps

Accessing the Call for Projects in eTIP



<https://etip.cmap.illinois.gov/secure/login>

Local sponsors: select your council as the Agency Name

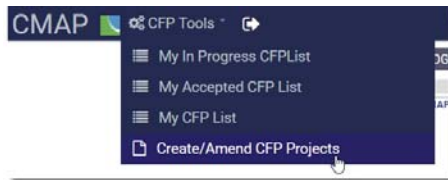
Completing applications for multiple sponsors? Select “Not Available/Other” as the Agency Name – email CMAP staff

All sponsors: select CFP as the User Type

The screenshot shows a web form titled "CMAP - NEW USER". It includes a "PASSWORD REQUIREMENTS" section with a bulleted list: "Must be at least 7 characters in length", "Cannot be a word that is found in the dictionary", "Cannot contain your username", "Cannot contain the word 'CMAP'", "Cannot be on the list of commonly used internet passwords", and "Cannot contain ' ', ' ', ' ' ". Below this are input fields for "USERNAME" (pre-filled with "yourname@company.com"), "PASSWORD", and "RE-TYPE PASSWORD". There are also fields for "NAME", "EMAIL ADDRESS" (pre-filled with "yourname@company.com"), and "PHONE NUMBER". A dropdown menu for "AGENCY NAME" is present. At the bottom, there is a "USER TYPE" dropdown menu with "CFP" selected, and a red "Submit New User Information" button.

Starting a new project or finding an “In Progress” project

New Projects



In Progress Projects

TIP ID	LEAD AGENCY	DOC	CFP STATUS	PROJECT TITLE	TYPE	CHANGE REASON	MATCH ALERT	MAP	DOC
BP01267821	CDOT	20-21	Unsubmit Final	ECO-TEST-PROJECT	Bicycle & Pedestrian	New Project	Fund Match Warning in FY2019		X
10204322	CMAP	20-21	Unsubmit Final	TEST Project	Road Modernization	New Project			X

CONTACT CMAP 2.02s EMAIL ETIPHHELP@ECOINTERACTIVE.COM

Click ID to open project

TIP ID	LEAD AGENCY	DOC	CFP STATUS	PROJECT TITLE	TYPE	CHANGE REASON	MATCH ALERT	MAP	DOC
BP01264321	CDOT	20-21	Save As Final	ECO-TEST-PROJECT	Bicycle & Pedestrian	New Project	Fund Match Warning in FY2019		X
10204322	CMAP	20-21	Save As Final	TEST Project	Road Modernization	New Project			X

CONTACT CMAP 2.41s EMAIL ETIPHHELP@ECOINTERACTIVE.COM

Cannot change project if status is "Save As Final" – contact your PL to unlock

Completing the eTIP application form

The screenshot displays a web-based application form for eTIP. The form is organized into several sections with labels on the left and input fields on the right. The sections include:

- Project Information:** Fields for PROJECT TITLE, PROJECT DESCRIPTION, and PROJECT IDENTIFICATION NUMBER.
- Project Details:** Fields for PROJECT TYPE, PROJECT START DATE, PROJECT END DATE, PROJECT BUDGET, and PROJECT FUNDING SOURCE.
- Project Location:** Fields for COUNTY, MUNICIPALITY, and ADDRESS.
- Project Funding Information:** A table with columns for funding source and amount.
- Project Objectives:** A list of objectives with checkboxes and text input fields.
- Project Status:** A dropdown menu for selecting the project status.

At the bottom of the form, there are buttons for "Save", "Cancel", and "Submit". The page number "1 of 1" is visible in the bottom right corner.

Project Information

Project Information

Project Information

PROJECT TITLE [Spell Check](#)

PROJECT DESCRIPTION [Spell Check](#)

PRELIMINARY ENGINEERING STATUS Yes No

PHASE 2 ENGINEERING IS COMPLETE? Yes No

PROJECT REQUIRES RIGHT OF WAY Yes No

IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CASE CODE SPONSOR GATA REG NUMBER

*MAP LINK WILL APPEAR AFTER YOU CLICK SAVE

SYSTEM NEAREST CROSS STREET IS MODELING?

ADD NEW LOCATION

OTHER PROJECT LOCATION INFORMATION

Project Title

Project Information

PROJECT TITLE [Spell Check](#)

PROJECT DESCRIPTION [Spell Check](#)

PRELIMINARY ENGINEERING STATUS PHASE 2 ENGINEERING IS COMPLETE? Yes No PROJECT REQUIRES RIGHT OF WAY Yes No IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Project Title

DO...

Use a public-friendly title

Include the facility name and limits (that will match IDOT paperwork, including plan sets and agreements, and FTA grants)

DON'T...

Use a “branded” name

Project Description

The screenshot shows a web form titled "Project Information". The "PROJECT DESCRIPTION" field is highlighted in yellow. Below it are several other fields: "PRELIMINARY ENGINEERING STATUS" (dropdown), "PHASE 2 ENGINEERING IS COMPLETE?" (radio buttons for Yes/No), "PROJECT REQUIRES RIGHT OF WAY" (radio buttons for Yes/No), and "IF YES, HAS OF WAY BEEN ACQUIRED?" (radio buttons for Yes/No). Further down are "PROJECT TYPE" (dropdown), "WORK TYPE" (text input with a "Please click here to select" prompt), and "MAJOR IMP GROUP" (dropdown). Below these are "LEAD AGENCY (Programming Lead)", "COUNTY", and "MUNICIPALITY" (all dropdowns). At the bottom are "APPLICANT CONTACT", "PHONE (10-DIGIT)", "EMAIL", "COMPANY NAME", and "SPONSOR AGENCY" (all text inputs), and "SPONSOR SAM CAGE CODE" and "SPONSOR GATA REG NUMBER" (text inputs).

Project Description

DO...

Be BRIEF (you can include a longer description in the Application Workbook or as an attachment)

Include general "work types", such as resurfacing and sidewalks

DON'T...

Repeat the project title

Engineering, ROW and Project Type

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS	PHASE 2 ENGINEERING IS COMPLETE?	PROJECT REQUIRES RIGHT OF WAY	IF YES, HAS OF WAY BEEN ACQUIRED?
<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No

PROJECT TYPE Please click here to select... WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Work Type

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS	PHASE 2 ENGINEERING IS COMPLETE?	PROJECT REQUIRES RIGHT OF WAY	IF YES, HAS OF WAY BEEN ACQUIRED?
<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No

PROJECT TYPE Please click here to select... WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Work Type

DO...

Select *every* work type that is a part of the project scope

Be aware of the exempt status of the work type(s) you are selecting

DON'T...

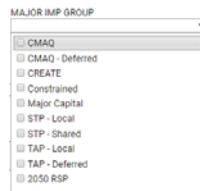
Select work types that are inappropriate for the project mode/type

Avoid selecting Not Exempt work types just to avoid conformity

Major Imp Group

The screenshot shows a web form titled "Project Information". It contains several input fields and dropdown menus. The "WORK TYPE" dropdown menu is highlighted in yellow and shows "MAJOR IMP GROUP" as the selected option. Other fields include "PROJECT TITLE", "PROJECT DESCRIPTION", "PRELIMINARY ENGINEERING STATUS", "PHASE 2 ENGINEERING IS COMPLETE?", "PROJECT REQUIRES RIGHT OF WAY", "IF YES, HAS OF WAY BEEN ACQUIRED?", "LEAD AGENCY (Programming Lead)", "COUNTY", "MUNICIPALITY", "APPLICANT CONTACT", "PHONE (10-DIGIT)", "EMAIL", "COMPANY NAME", "SPONSOR AGENCY", "SPONSOR SAM CAGE CODE", and "SPONSOR GATA REG NUMBER".

Major Imp Group



DO...

Select CMAQ, STP – Shared, and/or TAP – Local to indicate *all* sources you'd like the project to be considered for

DON'T...

Select any other values

Lead Agency

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS Yes No PHASE 2 ENGINEERING IS COMPLETE? Yes No PROJECT REQUIRES RIGHT OF WAY Yes No IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Lead Agency

DO...

Select the agency that will be responsible for making TIP changes for the project

DON'T...

Select any other values

County

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS Yes No

PHASE 2 ENGINEERING IS COMPLETE? Yes No

PROJECT REQUIRES RIGHT OF WAY Yes No

IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

County

DO...

Select all counties in which the project is located

DON'T...

Select "Regionwide" unless the project is not location specific

Municipality

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS PHASE 2 ENGINEERING IS COMPLETE? PROJECT REQUIRES RIGHT OF WAY IF YES, HAS OF WAY BEEN ACQUIRED?

Yes No Yes No Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Municipality

DO...

Select all applicable choices

DON'T...

Select "regionwide" or "countywide" unless the project is not location specific

Applicant Contact

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS Yes No

PHASE 2 ENGINEERING IS COMPLETE? Yes No

PROJECT REQUIRES RIGHT OF WAY Yes No

IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

Kane/Kendall Council

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

Kane/Kendall Council

SPONSOR SAM CASE CODE SPONSOR GATA REG NUMBER

Sponsor Agency

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS PHASE 2 ENGINEERING IS COMPLETE? PROJECT REQUIRES RIGHT OF WAY IF YES, HAS OF WAY BEEN ACQUIRED?

Yes No Yes No Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

Kane/Kendall Council Please click here to select

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Kane/Kendall Council

Sponsor Agency

DO...

DON'T...

For joint applications from multiple sponsors: select the agency that will be the lead agency for IDOT/FTA paperwork

Enter additional partner information in the Narrative at the end of the form

GATA

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS Yes No

PHASE 2 ENGINEERING IS COMPLETE? Yes No

PROJECT REQUIRES RIGHT OF WAY Yes No

IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

Now is a good time to save!

Project Information

PROJECT TITLE Spell Check

PROJECT DESCRIPTION Spell Check

PRELIMINARY ENGINEERING STATUS Yes No

PHASE 2 ENGINEERING IS COMPLETE? Yes No

PROJECT REQUIRES RIGHT OF WAY Yes No

IF YES, HAS OF WAY BEEN ACQUIRED? Yes No

PROJECT TYPE WORK TYPE MAJOR IMP GROUP

LEAD AGENCY (Programming Lead) COUNTY MUNICIPALITY

APPLICANT CONTACT PHONE (10-DIGIT) EMAIL COMPANY NAME SPONSOR AGENCY

SPONSOR SAM CAGE CODE SPONSOR GATA REG NUMBER

*MAP LINK WILL APPEAR AFTER YOU CLICK SAVE

SYSTEM NEAREST CROSS STREET IS MODELING?

ADD NEW LOCATION

OTHER PROJECT LOCATION INFORMATION

Location Information

Location Information

* MAP LINK WILL APPEAR AFTER YOU CLICK SAVE

SYSTEM	LOCATION TYPE	TRAIL/ PATH	FROM	TO	DIST MILE(S)	IS MODELING?
Local Streets	Trail/Path Segment					<input type="checkbox"/>
[REMOVE LOCATION]						
LOCATION TYPE	LOCAL NAME OF ROUTE	BRIDGE #	IS MODELING?			
Bridge			<input type="checkbox"/>			
[REMOVE LOCATION]						
LOCATION TYPE	LOCAL NAME OF ROUTE	PRIM CROSS STREET	SEC CROSS STREET	IS MODELING?		
Intersection				<input type="checkbox"/>		
[REMOVE LOCATION]						
LOCATION TYPE	LOCAL NAME OF ROUTE	NEAREST CROSS STREET IS MODELING?				
Point location		<input type="checkbox"/>				
[ADD NEW LOCATION]						
OTHER PROJECT LOCATION INFORMATION						
<input type="text"/>						
SYSTEM	TYPE	ROUTE/LOCATION DESCRIPTION			NEAREST CROSS STREET IS MODELING?	
Transit	Train Station				<input type="checkbox"/>	

Location(s)

DO...

Include a separate line for each distinct location (non-continuous segments, individual intersection, individual bridges, transit stops/stations, etc).

DON'T...

Include individual intersections within roadway segments unless the work to be done is "intersection improvement"

Location(s), cont'd

DO...

Split continuous segments if construction is proposed to be staged or if different funds sources will be used for distinct segments

DON'T...

Location(s), cont'd

DO...

Check the "Is Modeling" box for locations subject to travel demand modeling for air quality conformity (segments that will change # of lanes, width of lanes, # of signalized intersections, new/different # of commuter parking spaces)

DON'T...

Funding Request

Proposed Funding Information

Proposed Funding Information (\$0) Prior Fund(s) Funding History

FFY Action	FUND TYPE	ENG I	ENG II	ROW	CON	CE	TOTAL
2019	Local Funds	\$100,000					\$100,000
2020	Requested Federal		\$80,000				\$80,000
2020	Local Funds		\$20,000				\$20,000
2021	Requested Federal			\$160,000			\$160,000
2021	Local Funds			\$40,000			\$40,000
2022	Requested Federal				\$800,000	\$80,000	\$880,000
2022	Local Funds				\$200,000	\$20,000	\$220,000
2022	Local Funds				\$50,000	\$10,000	\$60,000
							\$0
FFY 2019		\$100,000	\$0	\$0	\$0	\$0	\$100,000
Local Funds		\$100,000	\$20,000	\$40,000	\$290,000	\$30,000	\$440,000
Requested Federal		\$0	\$80,000	\$160,000	\$800,000	\$80,000	\$1,040,000
GRAND TOTAL		\$100,000	\$100,000	\$200,000	\$1,050,000	\$110,000	\$1,560,000

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$ \$0

Proposed Funding Information (\$0) Prior Fund(s) Funding History

FFY Action	FUND TYPE	ENG	IMP	CON	TOTAL
					\$0
					\$0
GRAND TOTAL		\$0	\$0	\$0	\$0

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$ \$0

Proposed Funding Information

DO...

DON'T...

Include all phases of the project, including those completed in the past

Separate required local match from "over match" or non-participating costs

Separate Overmatch/Non-Participating

Proposed Funding Information (\$0) Prior Fund(s) Funding History

FFY	FUND TYPE	ENG I	ENG II	ROW	CON	CE	TOTAL
2019	Local Funds	\$100,000					\$100,000
2020	Requested Federal		\$80,000				\$80,000
2020	Local Funds		\$20,000				\$20,000
2021	Requested Federal			\$140,000			\$140,000
2021	Local Funds			\$40,000			\$40,000
2022	Requested Federal				\$800,000	\$80,000	\$880,000
2022	Local Funds				\$200,000	\$20,000	\$220,000
2022	Local Funds				\$50,000	\$10,000	\$60,000
							\$0
FFY 2019		\$100,000	\$0	\$0	\$0	\$0	\$100,000
Local Funds		\$100,000	\$20,000	\$40,000	\$290,000	\$30,000	\$440,000
Requested Federal		\$0	\$80,000	\$160,000	\$800,000	\$80,000	\$1,040,000
BRAND TOTAL		\$100,000	\$100,000	\$200,000	\$1,090,000	\$110,000	\$1,560,000

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$

Proposed Funding Info., cont'd

DO...

Select the FFY in which you are requesting to *start* each phase

Select "Requested Federal" for the financial line(s) for which you are requesting CMAQ, TAP-L, and/or STP-Shared funds

DON'T...

Request funding for multiple phases in the same FFY

Select CMAQ, TAP-L, or STP-Shared as the fund source

Proposed Funding Info., cont'd

DO...

Select "Trans credit <mode>" if you are requesting the use of TDCs/TDCHs as match; also include the credit amount in the "Requested Federal" line

TDC/TDCH

FFY (october)	FUND TYPE	ENG I	ENG II	ROW	CON	CE	TOTAL
2020	Requested Federal				\$100,000		\$100,000
2020	Trans Credit - Local/State Hwy				\$20,000		\$0
							\$0
FFY 2020		\$0	\$0	\$0	\$0	\$0	\$0
Requested Federal		\$0	\$0	\$0	\$100,000	\$0	\$100,000
*Trans Credit - Local/State Hwy		\$0	\$0	\$0	\$20,000	\$0	\$20,000
<i>*Trans Credit is not part of YEARLY & the GRAND TOTAL</i>							
GRAND TOTAL		\$0	\$0	\$0	\$100,000	\$0	\$100,000

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$

Proposed Funding Info., cont'd

DO...

Use project "segments" to separate funding requests

- different fund sources
- staged/Phased projects

See "Grouping Funding by Project Sections" in the eTIP User Guide for projects requesting funding in segments or stages or with multiple fund sources

Segments

Programming Information (\$0)											Prior Fund(s)	Funding History
FFY	CONTR	FUND TYPE	AC/C	ENO I	ENO II	ROW	CDN	CE	TOTAL	STATE JOB#	FED PROJ#	PPS #
Section - Section A-2/B-1 - W. of Randall Road to Karen Drive Add IDs												
Section - N/A Add IDs												
Section - Section B-2 - Karen Drive to East of IL 31 Add IDs												
J	2018	IL Funds			00	00	00	\$14,342,324	\$0	\$14,342,324	C-91-065-15	
J	2018	CMAG	ACC		00	00	00	\$1,400,000	\$0	\$1,400,000	C-91-109-17	4003847
J	2018	STP - County	ACC		00	00	00	\$2,822,377	\$0	\$2,822,377	C-91-109-17	4003847
J	2018	Local Funds			00	00	00	\$10,435,298	\$2,271,940	\$12,707,238		
Section - Section C1 - East of IL 31 to West of Sandbloom Road Add IDs												
J	2019	Local Funds			00	00	00	\$30,000,000	\$3,000,000	\$33,000,000		
Section - Section C2 - West of Sandbloom Road to West edge of IL 25 intersection SECT #: 18-00215-21-BR Add IDs												
J	2019	STP - Locally Prgrmd			00	00	00	\$2,500,000	\$0	\$2,500,000	C-91-190-18	
J	2019	Local Funds			00	00	00	\$4,890,549	\$2,000,000	\$6,890,549	C-91-190-18	
J	2019	STP - County			00	00	00	\$400,000	\$0	\$400,000	C-91-190-18	
J	2019	IL Funds			00	00	00	\$12,209,451	\$0	\$12,209,451	C-91-190-18	
Section - Section C3 - W of IL 25 intersection to western terminus of D SECT #: 18-00215-22-CH Add IDs												
J	2018	Local Funds			00	00	00	\$11,708	\$500,000	\$511,708	C-91-189-18	
J	2018	IL Funds			00	00	00	\$5,560,842	\$0	\$5,560,842	C-91-189-18	
Section - Section D - East of IL 25 to IL 62 Add IDs												
J	2018	IL Funds			00	00	00	\$8,129,676	\$0	\$8,129,676	C-91-066-15	
J	2018	MFT - State Allocation			00	00	00	\$4,101,949	\$749,004	\$4,850,953	C-91-066-15	
J									\$0			

Schedule, Additional Information, and Narrative

Schedule Info

CURRENT IMPLEMENTATION STATUS: OPEN TO TRAFFIC

TARGET FEDERAL AUTHORIZATIONS AND CONSTRUCTION LETTING (MONTH/YEAR)

END I	END II	ROW	CON/CE	SEGMENT
MTH/QTR YEAR	MTH/QTR YEAR	MTH/QTR YEAR	MTH/QTR YEAR	

[ADD NEW SCHEDULE]

Project Questions

- Project is split from another project. The TIP ID is [text box]
- Project is a combination of multiple projects. The TIP ID(s) [text box]
- Project is related to another project(s). The TIP ID(s) [text box]
- Includes an ITS component? Estimated total cost [text box]
- Includes elements to specifically address the movement of freight? Estimated total cost [text box]
- Project is identified in a Pavement Management System. The adopting agency and date of adoption of that plan are [text box]
- Project may influence HIGHWAY SAFETY performance targets
- Project may influence TRANSIT SAFETY performance targets
- Project may influence TRANSIT ASSET CONDITION performance targets
- Project may influence PAVEMENT CONDITION performance targets
- Project may influence BRIDGE CONDITION performance targets
- Project may influence TRAVEL RELIABILITY/CONGESTION performance targets
- Project may influence NON-SOV TRAVEL performance targets
- Project may influence EMISSIONS REDUCTION performance targets
- None of the questions above apply to this project

Change Reason

* NEW PROJECT

NARRATIVE - GUIDANCE Spell Check [text box]

NARRATIVE (AUTOMATE) [text box]

Save Save As Field Upload Project Documents

CONTACT CMAP 6.78s EMAIL: ETIPHELP@ECONINTERACTIVE.COM

Schedule Info

Schedule Info

CURRENT IMPLEMENTATION STATUS OPEN TO TRAFFIC

TARGET FEDERAL AUTHORIZATIONS AND CONSTRUCTION LETTING (MONTH/YEAR)

	ENG I	ENG II	ROW	CON/CE	SEGMENT
SCHEDULED START	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

[ADD NEW SCHEDULE]

Schedule Info

CURRENT IMPLEMENTATION STATUS OPEN TO TRAFFIC

TARGET FTA GRANT APPLICATION(S) SUBMITTAL (MONTH/YEAR)

	ENG	IMP	CON/CE	SEGMENT
SCHEDULED START	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

[ADD NEW SCHEDULE]

Schedule Info

DO...

Select the latest milestone that has been accomplished in the Current Implementation Status field

Select a target month/quarter and year for every phase that has not yet started

DON'T...

Select a milestone that hasn't been accomplished yet

Segments

TARGET FEDERAL AUTHORIZATIONS AND CONSTRUCTION LETTING (MONTH/YEAR)

	ENG I		ENG II		ROW		CON/CE		SEGMENT	
	MTH/QTR	YEAR	MTH/QTR	YEAR	MTH/QTR	YEAR	MTH/QTR	YEAR		
SCHEDULED START	▼	▼	▼	▼	▼	▼	MAR	*2017	Section A-1 - Huntley Rd to W. of Randal Road	▼ X
SCHEDULED START	▼	▼	▼	▼	▼	▼	NOV	*2017	Section B-2 - Karen Drive to East of IL 31	▼ X
SCHEDULED START	▼	▼	▼	▼	▼	▼	NOV	*2017	Section D - East of IL 25 to IL 62	▼ X
SCHEDULED START	▼	▼	▼	▼	▼	▼	SEP	2018	Section C1 - East of IL 31 to West of Sandblom Road	▼ X
SCHEDULED START	▼	▼	▼	▼	▼	▼	NOV	2018	Section C3 - W of IL 25 intersection to western terminus of D	▼ X
SCHEDULED START	▼	▼	▼	▼	▼	▼	SEP	2019	Section C2 - West of Sandblom Road to West edge of IL 25 intersection	▼ X

[ADD NEW SCHEDULE]

Schedule Info, cont'd

DO...

DON'T...

Provide separate targets by segment/section/stage for complex projects

Project Questions

Project Questions

- Project is split from another project. The TIP ID is
- Project is a combination of multiple projects. The TIP ID(s)
- Project is related to another project(s). The TIP ID(s)
- Includes an ITS component? Estimated total cost
- Includes elements to specifically address the movement of freight? Estimated total cost
- Project is identified in a Pavement Management System. The adopting agency and date of adoption of that plan are
- Project may influence HIGHWAY SAFETY performance targets
- Project may influence TRANSIT SAFETY performance targets
- Project may influence TRANSIT ASSET CONDITION performance targets
- Project may influence PAVEMENT CONDITION performance targets
- Project may influence BRIDGE CONDITION performance targets
- Project may influence TRAVEL RELIABILITY/CONGESTION performance targets
- Project may influence NON-SOV TRAVEL performance targets
- Project may influence EMISSIONS REDUCTION performance targets
- None of the questions above apply to this project

Project Questions

DO...

Review all questions

Review Performance Targets guidance in the eTIP User Guide before selecting these questions

DON'T...

Select every performance target choice

Forget to check "None..." if no other choices are selected

Change Reason Narrative

The screenshot shows a web form titled "Change Reason". At the top, there is a blue horizontal line. Below it, the text "NEW PROJECT" is displayed in a small font. The main content area is a large text input field with a light blue border and a small arrow on the right side. Below the input field, the text "NARRATIVE (AUTOMATIC)" is visible. At the bottom of the form, there are three orange buttons: "Save", "Save As Final", and "Upload Project Documents".

Change Reason Narrative

DO...

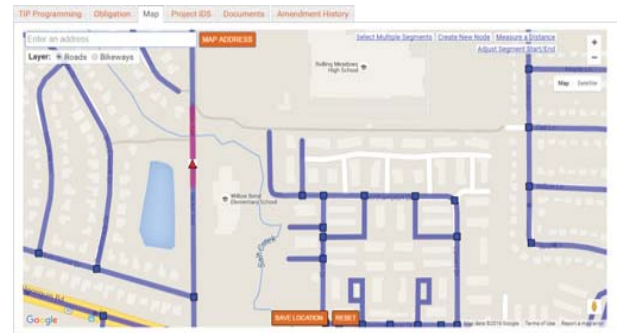
Use this space to clarify responses if necessary, such as listing project partners that are not the lead sponsor

DON'T...

Repeat any information provided elsewhere on the form or in any attachments

Mapping, adding
IDs, and attaching
documents

Project Map



Project Map

DO...

Zoom in to ensure all segments of the project are selected and all locations listed on the form are included in the map

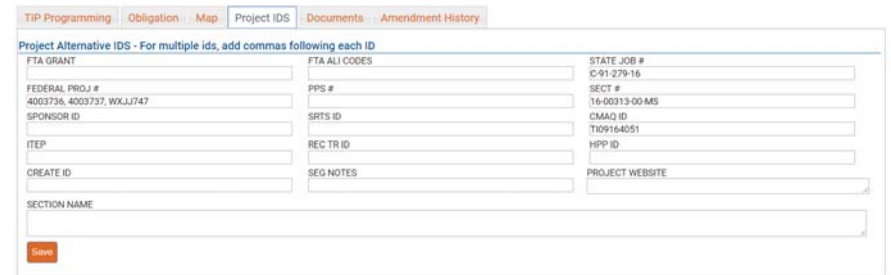
Select all features (roads, bridges, etc.) included in the project

DON'T...

Select intersections along a roadway project unless there is separate/distinct work being done there

Forget to “save” your map on the mapping page

Project IDs



Project Alternative IDs - For multiple ids, add commas following each ID		
FTA GRANT	FTA ALL CODES	STATE JOB #
FEDERAL PROJ # 4003736, 4003737, WXLJ747	PPS #	C-91-279-16
SPONSOR ID	SRTS ID	SECT # 16-00313-00-MS
ITEP	REC TR ID	CMAQ ID T109164051
CREATE ID	SEG NOTES	HPP ID
SECTION NAME		PROJECT WEBSITE

Save

Project IDs

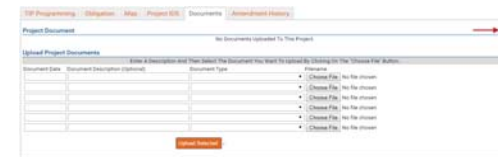
DO...

Enter any IDs that have been assigned to the project prior to application

DON'T...

Forget to “save” your entries on the IDs page

Documents



The screenshot shows a web browser window with the following elements:

- Navigation tabs: "PMP Programming", "Management", "Plan", "Project IDs", "Documents", and "Approved/Revised History".
- Page title: "Project Documents".
- Message: "No Documents Uploaded To This Project".
- Section header: "Upload Project Documents".
- Instruction: "Enter a Description and Then Select the Document You Want To Upload By Clicking On The 'Choose File' Button.".
- Table with columns: "Document Date", "Document Description (optional)", and "Document Type".
- Table content: Five rows, each with a "Choose File" button and a "No file chosen" message.
- Buttons: "Cancel" and "Save" (orange).

Documents

DO...

Attach documents one at a time for best results

Give each document a unique name that includes the auto-generated TIP ID

DON'T...

Attach multiple copies of the same document

Documents, cont'd

DO...

Use numbering in the name for sequential attachments

Delete files being replaced before adding the replacement file

DON'T...

Attach documents over 5MB (split into multiple files if needed)

Submitting for TIP programmer (PL) review

Save, Save As Final, Submit

DO...

Save your work often, but not before entering the Project Title, Project Description, Lead Agency, County, & Municipality

Save at least once before adding a map or attaching documents

DON'T...

Click on "Save As Final" until the project has been mapped, IDs have been added, and all documents have been attached

Navigate away from the page without saving your work

Completing attachments

Required: all applications

Application Workbook (Excel spreadsheet)

GATA Uniform Grant Application

Detailed Estimate of Costs

CMAQ Only

Required:

**Input Module Worksheets -
before and after the
improvements**

(traffic flow improvement projects only)

Optional:

Bicycle Plan pages

(if links not provided in Excel spreadsheet)

Project Narrative/Description

TAP-L Only

Required:

Optional:

Bicycle Plan pages

(if links not provided in Excel spreadsheet)

Project Narrative/Description

STP – Shared Fund Only

Required:

Optional:

Design Approval letter

Preliminary plans (pdf only)

Local policies/plans/ordinances
(if links not provided in Excel spreadsheet)

Partnership letters/agreements
committing funding



Application Workbook



Workbook

New for this year's cycle

Replaces CMAQ/TAP Benefit Forms

Excel workbook



Project Application Workbook for CMAQ, TAP-L and STP Shared Fund Applications

All STP, CMAQ and TAP-L applicants should fill out the project specific sheets found in this workbook. See the project list below for common project types and the corresponding worksheet.

- Clicking on the project type link below will open the corresponding benefits tab.
- Instructions for the individual worksheets can be found on those worksheets.
- Applicants should use only one copy of the workbook per application and each application must complete one workbook.
- Attach the entire workbook as an Excel file to the corresponding eTIP application on the Documents tabs. Do not save it as a PDF document.
- Answers go in the light green cells.

Project Type	Benefits Tab	Fund (s)
Access to Transit	Transit Projects	CMAQ
Adaptive Signal Control	Signal Interconnects	CMAQ
All Transit	Transit Projects	CMAQ
Alternative Fuel	Direct Emissions Reduction	CMAQ
Bicycle Bridge	Bicycle Facility Projects	CMAQ/TAP
Bike Lane	Bicycle Facility Projects	CMAQ/TAP
Bike Parking at Transit	Transit Projects	CMAQ
Bike Path	Bicycle Facility Projects	CMAQ/TAP
Bike Sharing	Other Projects	CMAQ
Bridge Rehab/Reconstruct	Road Projects	STP
Bus Speed Improvements	Transit Projects	CMAQ/STP
Commuter Parking	Transit Projects	CMAQ





Workbook Basics

DO...

Save/upload as an Excel File to eTIP CFP application

DON'T...

Save as a pdf document prior to uploading

Put more than one project in the same workbook

Worry about fund source – all are using same workbook

Facility improvement projects			
CMAQ projects ONLY			
18	Existing asset condition (1-5 Term Scale)		
19	Net number of new vehicle parking spaces		
20	Net number of new bicycle parking spaces		
Shared Fund projects ONLY			
21	Average weekday boarding		
22	Square feet of passenger area before improvement		
23	Square feet of passenger area after improvement		
24	For each major station component, provide the existing asset condition (1-5 TERM scale) and its condition after the project is complete		
	Component	Current TERM	Future TERM Value (\$)

STP and CMAQ Road Projects

This worksheet is for Intersection Improvement and Bottleneck Elimination Projects under the CMAQ program and Road Reconstruction, Bridge Rehab/Reconstruction, Road Expansion, Highway/Rail Grade Crossing Improvements, Corridor/Small Area Safety Improvements and Truck Route Improvements under the STP Shared Fund program.

Safety Improvements		
19	Is there a safety issue at this location that will be addressed by the proposed project through improving the geometry or physical condition of the road/intersection?	Yes/No
20	On the Safety sheet check all safety improvements expected to be included in the project. If a safety improvement is not listed on the sheet, please list it in the space provide.	
21	How many crashes have occurred at/in the project location?	
22	Over how many years?	
23	Which crash type caused the most injuries or fatalities?	Pick One
24	Which type of crashed will the project primarily mitigate? (select all that apply)	Pick One

On the Safety sheet check all safety improvements expected to be included in the project. If a safety improvement is not listed on this sheet, please list it in the space provide on the Road Projects tab for question 20.

Facility	Check all the apply	Countermeasure
Control (initial)		Intersection improvement
	<input type="checkbox"/>	Add left turn lane permissive
	<input type="checkbox"/>	Add protected phase to left turn
	<input type="checkbox"/>	Add 2nd turn lane (to existing)
	<input type="checkbox"/>	Extend turn bays
	<input type="checkbox"/>	Raised median
	<input type="checkbox"/>	Positive left turn offset- 1 ft. minimum
	<input type="checkbox"/>	Add right turn lane
		Improve signal timing
	<input type="checkbox"/>	Signalization - install adaptive traffic signal control
	<input type="checkbox"/>	Signalization - increase yellow interval and add all red interval
	<input type="checkbox"/>	Signal interconnect
	<input type="checkbox"/>	All red clearance
	<input type="checkbox"/>	Increase yellow time
		Improve signal placement visibility
	<input type="checkbox"/>	Increase to 12 Inch lens
	<input type="checkbox"/>	Improve visibility of signal heads
	<input type="checkbox"/>	Add 3-inch yellow retroreflective sheeting to signal back plates
	<input type="checkbox"/>	Install raised pavement markers and striping (through intersection)
	<input type="checkbox"/>	Replace incandescent traffic signal bulbs with light emitting diodes (LED)

Other considerations

CMAP

Existing Project Scenario 1

Existing programmed projects that are seeking to move from a local program to the STP-Shared Fund should apply as if they are a new project

“Requested Federal” for the funding

Include existing TIP ID in project questions section

Note intent to give up current programmed funds (if selected in this CFP) in Narrative field

Existing Project Scenario 2

Existing programmed projects seeking new funds *in addition to* those already programmed should treat the current programmed funds as “committed”

Use “Requested Federal” for the new funding; Include all current funding, exactly as programmed in the TIP

Include existing TIP ID in project questions section

Note intent in Narrative field

Resources and next steps

Resources

CFP website - <https://cmap.is/2019callforprojects>

Planning Liaisons

Council	Name	Email	Phone
Central	Michael Fricano	mfricano@westcook.org	(708) 453-9100
DuPage	Daniel Knickelbein	dknickelbein@dmhc-cog.org	(630)571-0480 x 226
	Jackie Forbes	forbesjackie@co.kane.il.us	(630) 444-3142
Kane/Kendall	Ryan Peterson	petersonryan@co.kane.il.us	(630) 444-3143
	Troy Simpson	simpsontr@co.kane.il.us	(630) 444-2957
	Mike Klemens	mkleme@lakecountyl.gov	(847) 377-7455
Lake	Emily Karry	ekarry@lakecountyl.gov	(847)377-7502
McHenry	Cody Sheriff	ccsheriff@co.mchenry.il.us	(815) 334-4642
North Central	Leonard Cannata	lcannata@westcook.org	(708) 453-9100
North Shore	Cole Jackson	cjackson@nwmc-cog.org	(847) 296-9200 x 131
Northwest	Joshua Klingenstein	jklingenstein@nwmc-cog.org	(847) 296-9200 x128
Southwest	Kelsey Mulhausen	mulhausen@swmayors.com	(708) 403-6132
South	Leslie Phemister	leslie.phemister@ssmma.info	(708) 922-4677
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Next steps

“Save as Final” by
March 1, 2019

Programmers submit
by March 15, 2019

CMAQ, TAP-L and STP-Shared Selection Process Timeline

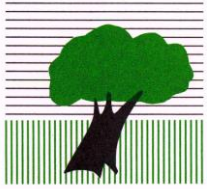
Date (2019)	Action
January 15	Call for projects released
January 15	Webinar: overview of the funding programs and eligible projects
January 17	Webinar: how to submit an application via the eTIP website
March 1	Deadline for sponsors to submit applications to Planning Liaisons for review
March 15	Applications due by the end of business day
May 21	Deadline for Councils/CDOT to submit bonus points allocation (STP only)
June 1	Deadline for obtaining design approval or submission of PDR documents
July 18	Project Selection Committees (PSCs) consider staff recommended draft programs
July 18-August 16	Public comment period
September 5	PSCs review public comment and finalize proposed programs
October 10	CMAQ Board and MPO Policy Committee consider proposed programs
November	Federal eligibility determination (CMAQ only) and funding notification



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DuPage Mayors and Managers Conference

Surface

Transportation

Program

Policies and Procedures of the DuPage Council

**June, 2012
Revised June 2017**

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Introduction

National transportation and air quality legislation have combined to set the course for a comprehensive, multi-modal approach to maintaining and improving our urban transportation system.

The Fixing America's Surface Transportation (FAST) Act enacted on December 4, 2015, allows for the continuation of the federal Surface Transportation Program (STP) for highways, highway safety, and transit. The Act converts the program into the Surface Transportation *Block Grant* Program in recognition of the flexibility of the funds and how they are administered by the FHWA, though no significant programming changes were made. The Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs (including STP), and continues efforts to streamline project delivery.

The Clean Air Act Amendments of 1990 (CAAA90) established stricter clean air standards and specific timetables for achieving emissions reductions for non-attainment areas such as northeastern Illinois. Federal transportation legislation supports and encourages implementation of the Clean Air Act Amendments of 1990. The DuPage Mayors and Managers Conference, the agency responsible for programming STP funds in DuPage County, has incorporated such objectives as decreasing vehicle emissions and congestion through increased use of Transportation Control Measures (TCMs). The DuPage Mayors and Managers Conference has developed the DuPage Surface Transportation Program to help DuPage County and the region achieve compliance with national air quality and transportation objectives.

This manual is intended to assist project sponsors in understanding the policies, procedures and evaluation methodologies of the DuPage Council's STP Program. The manual is periodically updated to reflect current legislation and new Council priorities, as incorporated in the policies of the DuPage STP program.

Structure of Federal-Aid Programming in Northeastern Illinois

Of the major federal-aid transportation programs in FAST, STP provides the most direct role for local governments. Municipalities, counties, and other local governments are on the frontline not only for project sponsorship, but also in the project selection and programming processes. Several other entities in northeastern Illinois participate in the programming and implementation of local STP projects as well. These agencies are the Chicago Metropolitan Agency for Planning (CMAP), the CMAP Council of Mayors, the DuPage Mayors and Managers Conference, and the Illinois Department of Transportation (IDOT). A list of agency contacts is provided in Appendix A.

Chicago Metropolitan Agency for Planning (CMAP)

CMAP is designated by the Governor of Illinois as the Metropolitan Planning Organization (MPO) for the seven-county northeastern Illinois region. CMAP, formed in 2005, integrates planning for land use and transportation in the seven counties. The new organization combined the region's two previously separate transportation and land-use planning organizations – Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) – into a single agency. CMAP does not itself sponsor or implement transportation improvement projects – highway, transit, and local agencies participate cooperatively through the CMAP Board, MPO Policy Committee and numerous coordinating and working committees. The MPO Policy Committee, the official MPO-designate, meets quarterly and is comprised of executive level representatives of various agencies and government bodies. More information about CMAP and the committee structure can be found at www.cmap.illinois.gov.

CMAP Council of Mayors

Local Surface Transportation Program (STP) projects are selected and programmed by eleven regional Councils of Mayors across the seven-county metropolitan area. The CMAP Council of Mayors is the umbrella organization for all eleven regional Councils (refer to Appendix B for a map of the Council boundaries). Two mayors from each regional Council comprise the Executive Committee of the CMAP Council of Mayors, which meets approximately once per quarter to address STP policy issues, local planning liaison funding and other transportation issues.

DuPage Mayors and Managers Conference / DuPage Council of Mayors

Acting as the DuPage Council of Mayors, the DuPage Mayors and Managers Conference is the body designated to select and program local STP projects in the DuPage County region. The Conference's Transportation Technical Committee meets at least five times per year to program, manage and monitor the progress of STP projects in DuPage. Each year, the Transportation Technical Committee develops and approves a Multi-Year Program for the next six consecutive fiscal years into the future. The DuPage Mayors and Managers Conference gives final approval to the Multi-Year Program, prior to its submission to CMAP.

Illinois Department of Transportation (IDOT)

IDOT is responsible for processing projects in DuPage's approved STP Program. IDOT's procedures for processing STP projects and other federally funded projects are described in the Bureau of Local Roads and Streets (BLRS) Manual. IDOT BLRS staff from the District 1 office is assigned to DuPage County to coordinate with municipalities sponsoring STP projects. The Central Office of IDOT in Springfield is responsible for the final review and approval of all components of STP projects.

Transportation Improvement Program (TIP) Process

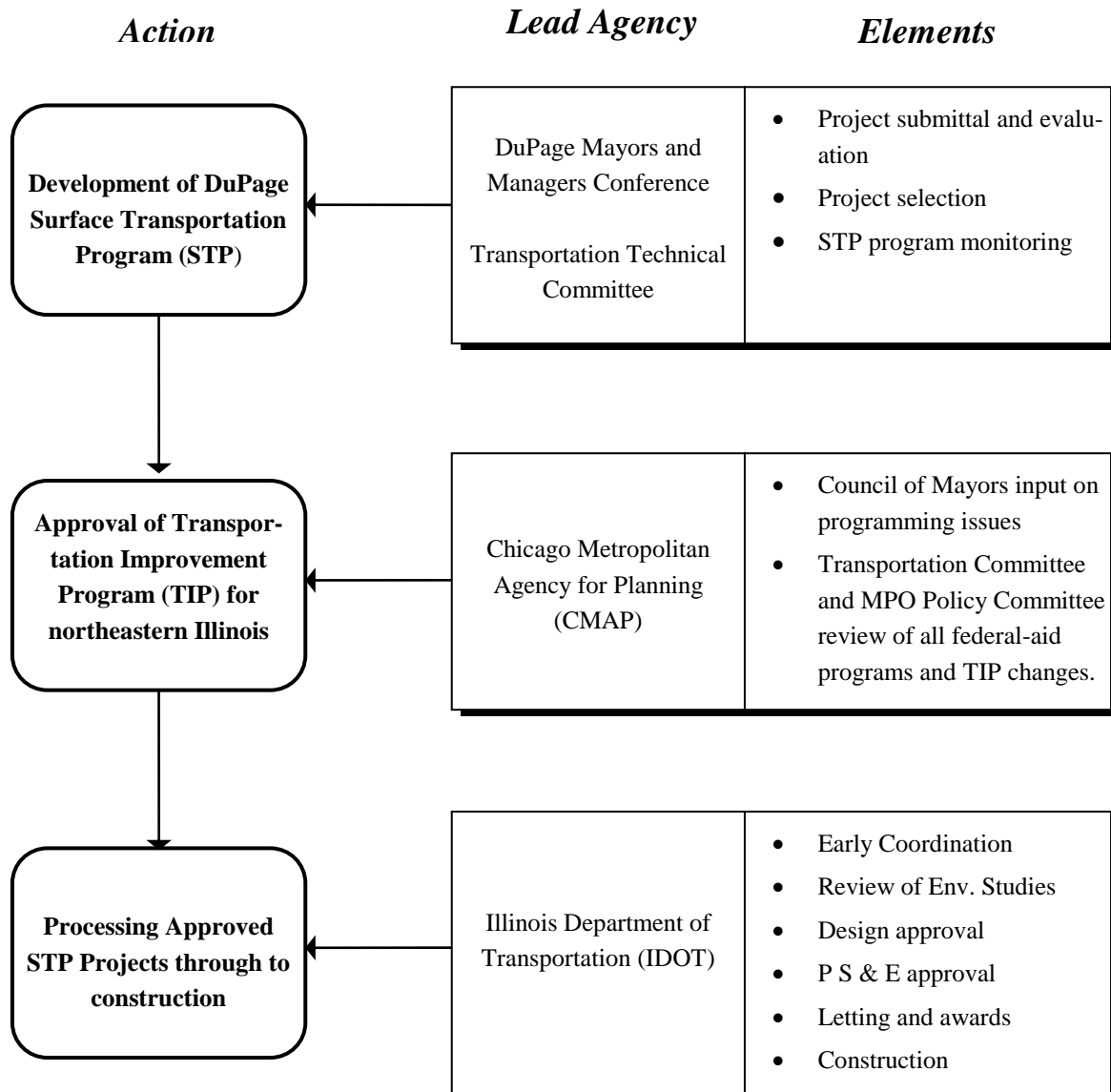
One of CMAP's major responsibilities is the development of the Transportation Improvement Program (TIP) for northeastern Illinois. The TIP is a fiscally constrained, five-year compilation of all federal-aid and regionally significant, non-federal-aid transportation projects programmed by transportation agencies in the seven-county Chicago metropolitan area, including Surface Transportation Program projects. The relationship between the DuPage Surface Transportation Program development and project implementation structure and the TIP development process is shown on the following page.

The TIP is structured to include a one-year Annual Element of projects in the current fiscal year and a Multi-Year Program of all funded transit and highway projects for the next five consecutive years. The region's TIP is developed by the CMAP Transportation Committee based upon the programs submitted from each of the individual agencies, with final approval by the CMAP MPO Policy Committee. The entire compilation of transportation improvements are modeled and evaluated for net impact on air quality approximately twice per year, to ensure that the region's air quality goals are being met.

Federal legislation requires submittal of the TIP's Annual Element, the Multi-Year Program and air quality conformity testing results to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. After federal approval has been received, the region's TIP is submitted for inclusion in the development of the State Transportation Improvement Program (STIP).

Figure 1.

Surface Transportation Program Development and Implementation Structure



Major changes to projects in DuPage's approved STP program are approved by the full Conference membership and submitted to CMAP in the form of notification and/or a request to change the current TIP. Minor changes to projects in DuPage's approved STP program are completed by staff and reviewed by the DMMC Transportation Technical Committee prior to submittal to CMAP. TIP change requests are subject to the procedures currently in place at CMAP and may require approval by the CMAP Transportation Committee and in some cases, the MPO Policy Committee. In addition, projects that may have an impact on regional air quality are submitted by CMAP for inclusion in the State Implementation Plan (SIP), with the consent of the project sponsor. Projects that are included in the SIP must be constructed in compliance with federal law.

STP Policies and Procedures of the DuPage Council

The DuPage Mayors and Managers Conference has three primary goals for the Surface Transportation Program:

- Fund the most effective projects in each funding cycle;
- Assure broad access to available funds for all members; and
- Utilize all funds available for projects in a timely manner.

DuPage STP Categories

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), marked a major shift in national transportation priorities with its strong emphasis on air quality improvements and congestion reduction that has continued in FAST. In order to advance the national objectives of congestion reduction and improved transportation efficiency and air quality, the policies of the DuPage STP program place particular emphasis on Transportation Control Measures (TCMs) and innovative solutions. TCM projects are projects that reduce single-occupancy automobile travel and/or have a positive net impact on air quality.

Two funding components have been established for the DuPage STP program: a TCM component and a Highway component. The TCM component provides funding for stand-alone TCM projects (including Intelligent Transportation Systems and demonstration projects categories), and the Highway component funds traditional highway projects and highway-TCM combined projects.

The DuPage Council targets allocating 25% of the available STP funding for a given year to TCM projects. The total proportion of funding actually programmed for TCM projects in a given year may be higher or lower than 25% depending on the quality and quantity of TCM and highway projects submitted. The 25% target is a guideline, not a requirement, and is subject to reevaluation annually.

DuPage STP Eligibility Guidelines

In 1977, the DuPage Council's Transportation Committee, in cooperation with IDOT, designated a system of federal aid eligible routes for DuPage. Changes to the federal-aid system occur as roadway system characteristics evolve. In order to be eligible for STP Highway Component funding, the route involved must be functionally classified as a collector or arterial and must be

included on the Federal Aid Highway System. An interactive map of functional classification and Federal Aid Route numbers is available online at <http://www.gettingaroundillinois.com>. Township maps are available (in pdf format) on the IDOT website at <http://www.idot.illinois.gov/transportation-system/Network-Overview/highway-system/maps>. A process for adding new routes to the Federal Aid System has been established and is provided in Appendix C.

Eligible Highway Projects

The following are general types of highway projects eligible for STP funding as part of the Highway Component. A more detailed listing of eligible highway projects is provided in Appendix D.

- Rehabilitation, reconstruction and restoration (3R)
- Road widening/Add lanes
- Intersection improvements
- Traffic signal improvements

Project applications for a State route will not be considered for funding without prior review and approval by the Transportation Technical Committee (this does not apply to an intersection leg of a State route that is the terminus for a locally sponsored highway project). The project sponsor should appear before the Committee and demonstrate that all other funding mechanisms have been exhausted and document the project's local benefits. Final determination will be made by the Transportation Technical Committee. The Committee and the Conference make it a policy to actively advocate for State funding of State roads in DuPage County.

Eligible TCM Projects

The following are general types of TCM projects that are considered eligible for STP funding as part of the TCM Component:

- Transit improvements
- High-occupancy vehicle (HOV) programs
- Commuter parking
- Signal interconnects
- Pedestrian/bicycle facilities

A detailed listing of eligible TCM projects is provided in Appendix E.

Any project with both a highway and a TCM component will be evaluated under the highway element first. If it does not qualify for the highway element, (e.g. not on an FAU route) the project can then be considered under the TCM element.

Project Sponsorship

DuPage STP projects must be sponsored by a DuPage municipality, DuPage County, the Forest Preserve District of DuPage County or a township within DuPage County. Projects submitted by DuPage County, the Forest Preserve, or a township must be co-sponsored by municipalities affected by the project. The multi-modal nature of TCM projects may require the participation of regional agencies. Regional transit agencies may submit projects for consideration, however, they must be sponsored by a member municipality. Transportation Management Associations (TMAs), employer associations, and other groups may also submit a project in conjunction with one or more municipal sponsors.

DuPage STP Funding Policies

FAST retained the maximum federal share for local STP projects at 80% of the project cost. However, the DuPage STP program provides a lower federal match than legislatively allowed in order to extend DuPage STP funding to a greater number of projects. The two components of the DuPage STP program, Highway and TCM, have different federal match ratios and eligibility features.

DuPage STP Funding Ratios

The DuPage STP program provides a 70%/30% federal/local match ratio for highway projects and a higher 75%/25% match ratio for TCM projects. The Conference's Transportation Technical Committee has adopted procedures to "reward" highway projects that contain TCM and emission reduction elements, as part of the Highway project evaluation methodology.

In addition, there are two sub-classifications within the TCM component: Feasibility/Demonstration Studies and Intelligent Transportation Systems (ITS) Projects. TCM-feasibility studies are eligible for STP funding at a 70%/30% ratio. TCM-ITS projects are eligible at the higher 75%/25% ratio.

Sponsors may elect to request a lower match ratio to increase a project's cost effectiveness score. However, any cost increases incurred over the life of project implementation will be subject to the requested ratio, plus any applicable "buffer" in effect at the time of construction letting.

Eligible Participating Costs

With the exception of Intelligent Transportation System (ITS) projects in the TCM component, STP funds may be used for construction and construction engineering only, including street lighting, sidewalks, storm sewers and other right-of-way appurtenances, as well as wetland enhancements that are an integral part of the project. **Right-of-way acquisition costs other and engineering costs are not eligible.** Beginning in FY 17, if final estimations on your project

come in lower than preliminary estimates, the excess funds may be put towards Construction Engineering.

For TCM-ITS projects, however, all engineering phases *are eligible* for STP funding. FAST encourages the mainstreaming of ITS projects by making ITS traffic flow improvement strategies and infrastructure-based capital improvements eligible for federal funding through the STP program. To facilitate this mainstreaming and to encourage the use of ITS applications as a tool to mitigate congestion, the DuPage Program extends eligibility of STP funds to all engineering phases for ITS projects, in recognition of the substantial engineering needs for these types of projects.

Non-Participating STP Costs

Non-participating costs are those which are paid 100% by the sponsoring agency and are not included in the STP (federal) portion of a project's cost. There are two reasons why an item may be considered non-participating: (1) the item is not eligible for STP funding [“required” non-participating], or (2) the item has been voluntarily identified for full funding by the sponsor or other agency [“optional” non-participating]. It is important to note that along with the cost, any benefits derived from a non-participating item are not included in the project’s cost-effectiveness evaluation.

The following items are considered ineligible for STP funding, and are therefore “**required**” **non-participating** costs:

- Over-sizing of storm sewers¹
- Historic or decorative lighting

A project sponsor may choose to designate the following items as “**optional**” **non-participating** costs:

- Street lights
- Sidewalks
- Traffic signals²

The purpose of designating an item as “optional” non-participating is typically to increase a project's cost effectiveness score in the project evaluation and project selection process. By

¹ FHWA/IDOT will allow only a portion of storm sewer costs to be funded with STP dollars. STP funds will cover the cost of drainage for twice the width of the right-of-way only. The sponsor must pay for the cost of any additional drainage capacity. This additional expense is considered non-participating.

² Traffic signals may be funded by the sponsor or the sponsor may negotiate with the county or state for participation.

opting to pay for specific items with low traffic benefits relative to the item's cost, a project's cost-effectiveness score may be increased.

Project Cancellation

Occasionally project sponsors who have been guaranteed funding for a project will need to cancel that project. This can happen for a number of reasons including lack of public support or issues in acquiring necessary right-of-way. When this happens, a project sponsor should notify appropriate DMMC staff that of the cancellation with a letter. Notification of the cancellation will be reported at the next Transportation Technical Committee meeting.

Beginning in 2018, funds from the cancelled project will be returned to the category of funding (Highway or TCM) of which the cancelled project was categorized in. If notification of the cancellation comes before March 15, the funds will go towards additional projects from the most recent call for projects. If the notification comes after March 15, the funds will be added to the pool of available funds for the next call for projects.

STP Project Application and Selection Process

The DuPage Council's Transportation Technical Committee has developed the project selection and program development process depicted in Figure 2. The section that follows describes the components of this process in detail.

New Project Application Review

To be considered for STP funding, sponsors must complete an appropriate application form (either TCM or Highway specific) for the current application cycle. The application cycle opens with the Annual STP Workshop and closes approximately 2 months later. All new project applications must be submitted to the Conference by the announced deadline.

Each new STP application must be reviewed by IDOT Bureau of Local Roads and Streets (IDOT-BLRS) staff, prior to submittal to the DuPage Mayors and Managers Conference. This mandatory IDOT review is intended to mitigate, to the extent possible, any future "unexpected" cost increases and to impart a greater knowledge among project sponsors regarding the time, cost and IDOT review processes for each individual project proposal. It is the responsibility of the project sponsor to arrange this consultation and to fully review the scope of work and preliminary cost estimates with IDOT. The consultation process may take place over the phone or in person. Sponsors are strongly encouraged to schedule this review as soon as project parameters and application information are known, for maximum flexibility and effectiveness.

Sponsors are strongly encouraged to consider the Project Implementation information in Chapter 3 of this manual when developing project schedules and cost estimates. Proposed STP projects should also

be coordinated with the Chicago Metropolitan Agency for Planning (CMAP) for design year traffic projections, prior to application submittal.

Project Resubmittals

Sponsors of programmed STP projects can complete a Resubmittal application to request additional funds, up to a two year extension of their funding guarantee, or both. Guarantee extension requests will be allowed on the condition that Phase I Engineering has been initiated for non-resurfacing projects or a Local Agency Agreement has been submitted for resurfacing projects two years in advance of the expiration date.

Project Prioritization

Staff evaluates Highway and TCM projects as two separate categories using the respective evaluation methodologies established by the Transportation Technical Committee. Projects within the two categories are ranked relative to other programmed projects and applications within the same STP category. A project's ranking may change from year to year as new projects move into and out of the program. The two ranked "priority lists", one for TCM projects and one for Highway projects, are produced by staff to assist the Transportation Technical Committee in selecting new STP projects.

Program Funding Marks

A funding mark is the annual amount of STP dollars allocated to the DuPage Council for all projects. CMAP develops the program funding mark for the annual element based upon congressional appropriations and provides an estimate for each year in the multi-year program. Program marks for current and future years may be revised by CMAP at any time. The annual element and multi-year program *must* be fiscally constrained to the most recent funding marks provided by CMAP.

It is a key principle of the DuPage Council to fund numerous STP projects each year, rather than to commit all available STP funds to an individual project. As part of the project selection / program development process, no more than 50% of the Council's STP funds available for new guarantees will be committed to an individual project. However, in any given year, should the total amount of funding requested by all projects be less than the amount of funding available for new guarantees, this policy will not apply.

Development of a Six-Year Guaranteed List

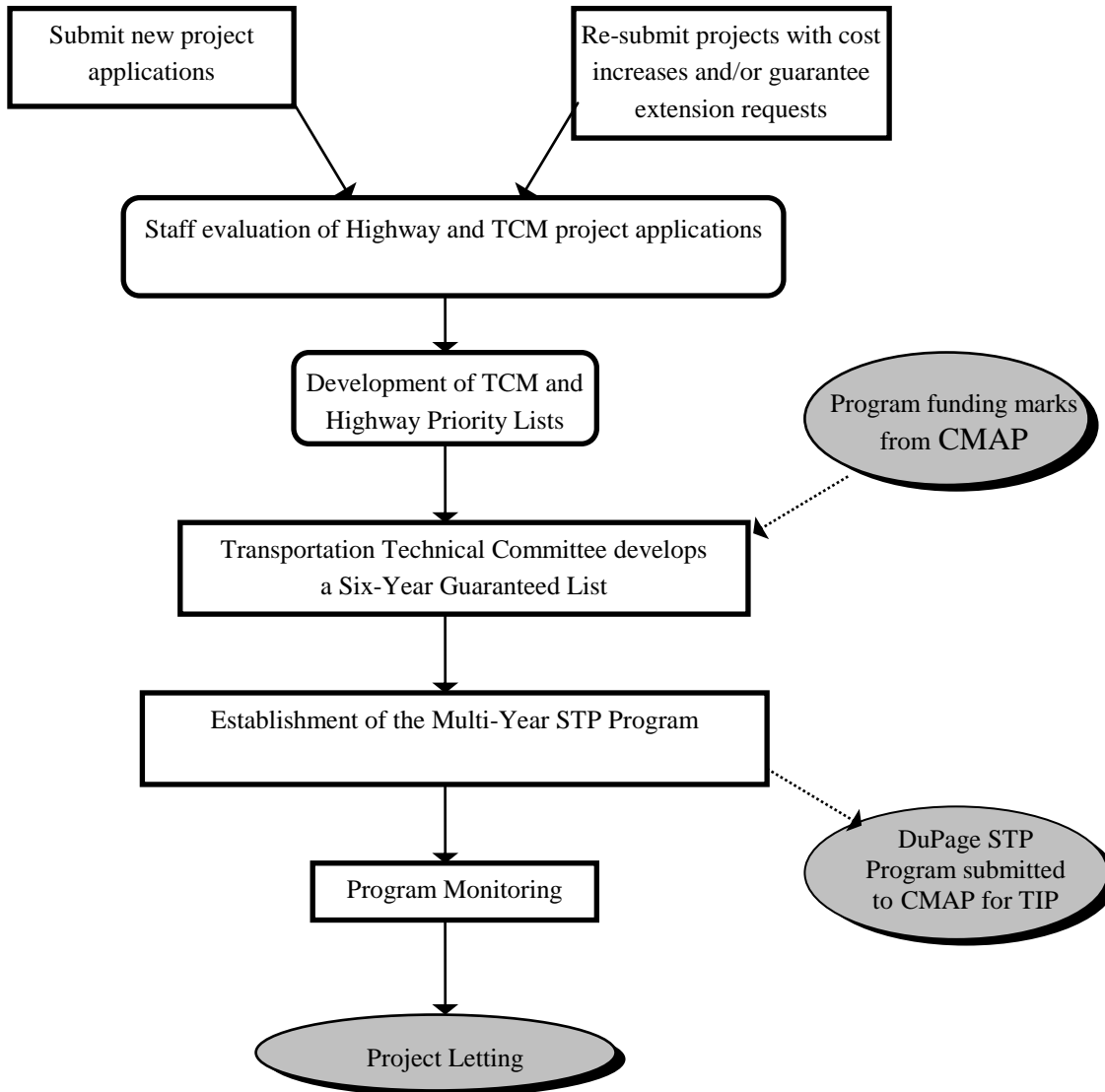
Within the framework of the federal requirements to develop an annual element and a multi-year program, a six-year Guaranteed List is formed by the Transportation Technical Committee. The Guaranteed List is established based upon the two ranked priority lists, the 70/30 highway/TCM guideline, and the funding marks received from CMAP for the first six years of the program. A

"guarantee" assures that funding will be available to a project for a six-year period. This guarantee, however, is contingent upon the actual allocation and availability of STP dollars to the Conference.

Once a project is contained in the Guaranteed List, it is moved toward bid letting. If a project is not ready for bid letting by the sixth and final year of the guarantee, and has not requested an extension of the guarantee, the project may be considered for removal from the Guaranteed List.

Figure 2.

Surface Transportation Program Development and Management Process



Policy on Funding Cost Increases

Significant cost increases among guaranteed projects pose difficulties for maintaining a fiscally constrained program. Project sponsors must inform Conference staff of changes in project cost as soon as the information becomes available. Sponsors must also inform the Transportation Technical Committee of any cost increase beyond 20% of the original project cost.

The 20% Rule

A project cost increase up to and including 20% of the original guaranteed cost will be automatically funded at the same federal/local match rate as the guarantee. However, project sponsors are responsible for **all project cost increases (including inflation) in excess of 20%**.

A federal maximum participatory STP amount will be calculated for each project and submitted to IDOT. Projects with cost increases exceeding 20% of the guaranteed amount can be treated in one of the following ways:

1. Sponsors may maintain their project's funding guarantee in the STP program at the maximum federal participating level and increase the local match as necessary with municipal resources or other funding sources; or
2. Sponsors may resubmit the project in the next application cycle, in hopes of securing a new guarantee for funding at the revised cost estimate level.

The Conference may revise the buffer percentage on an annual basis to account for changes in the construction market. Currently for projects receiving funding by June 30, 2018, the buffer is 20% of the guarantee.

Chapter 3

The STP Project Implementation Process

Chapters 1 and 2 have outlined the process of developing the DuPage Surface Transportation Program. The implementation process starts with approval of the Multi-Year Program by the DuPage Mayors and Managers Conference and subsequent inclusion in the region's TIP by CMAP.

Once a project has been programmed by the Conference and CMAP, work can begin on engineering. To utilize STP funds, project design and construction must be in accordance with IDOT and Federal Highway Administration (FHWA) standards and criteria.

Public informational meetings and formal public hearings should be utilized throughout the course of the project to facilitate community understanding of the project, as well as to comply with State and Federal rules and regulations, where applicable. For projects requiring land acquisition, a formal public hearing process is required.

STP project implementation is a very involved and complex process consisting of the following steps:

- 1) Project application and prioritization
- 2) Project inclusion in the Multi-Year Program
- 3) Early coordination/kick-off meetings
- 4) Consultant selection
- 5) Phase 1 Engineering and Environmental Studies
- 6) Illinois Project Review System
- 7) IDOT/FHWA review and approval of Project Development Report (PDR)
- 8) Public hearing requirements
- 9) Design approval
- 10) Land acquisition
- 11) Phase 2 Engineering and development of plans, specifications, and estimates (P S & E)
- 12) Final processing for letting and award of contracts

A brief description of each step is summarized in this chapter. This summary does not and should not substitute for a complete review of the *Bureau of Local Roads and Streets (BLRS) Manual* published by IDOT, as well as on-going coordination with IDOT.

Project Implementation

1. Project Application and Prioritization

Project applications must be submitted as directed by the Conference and the Transportation Technical Committee for annual STP funding consideration. The application process requires that project sponsors contact IDOT Local Roads staff to review the project application, especially with regard to preliminary cost estimates, design and warrants for soil and/or pavement tests. Project applications will be evaluated and prioritized as described in Chapter 2.

2. Project Inclusion in the Multi-Year Program

Project review and program development will generally occur during the months of August - October, with adoption of the Multi-Year Program by the Transportation Technical Committee and full Conference. The six year STP program is typically submitted to CMAP in November.

3. Early Coordination/ Kick-Off Meetings

In the context of this manual, "early coordination" refers to the review and input from various agencies on a project at the early planning stages. The initial IDOT review of a sponsor's project proposal in the application process is one example of early coordination. Coordination can be achieved through informal meetings and correspondence with the appropriate agencies and is designed to pinpoint potential problem areas early on, before they lead to delay at a more critical step in the process. These meetings address such issues as IDOT and FHWA design expectations, potential environmental impacts, related social or economic impacts, etc. Further coordination should occur before engineering consultant selection so that Requests for Proposals can include the proper specifications for scope of study and consultant qualifications.

A formal kick-off meeting between the project sponsor, IDOT District 1 Local Roads staff and Conference staff should precede the start of preliminary engineering for all STP projects in DuPage County. Other agencies may require contact or notification, including FHWA, CMAP, Corps of Engineers and affected local jurisdictions.

4. Consultant Selection

Though the Conference does not allow STP funds to be used for any phases other than construction and construction engineering, DuPage sponsors submitting projects are still bound by many of the IDOT requirements for consultant selection. IDOT staff can provide valuable insight and guidance in this process. These procedures are covered in the Bureau of Local Roads and Streets (BLRS) Manual. Note that if MFT funds are used for STP project engineering, engineering approval from IDOT is required. Also, a publicly employed resident engineer is required to be "in responsible charge" of construction for federally-funded projects, regardless of whether

federal participation in construction engineering is involved.

Because the processing of STP projects is so specialized and time consuming, it is highly recommended that sponsors consider hiring a consultant, particularly one knowledgeable of the federal process and IDOT requirements. This outside expertise may result in a more timely completion of the STP project and minimize delay and disruption to a sponsor's normal engineering work schedule.

5. Phase I Engineering and Environmental Studies

In-house engineering staff or a consultant should be brought on board as soon as possible after STP project approval to begin Phase I Engineering. The level of environmental processing for a project will be discussed at the kick-off meeting and may be presented at a monthly IDOT/FHWA Coordination meeting. In the case of the typical STP project, this primarily involves completion of the appropriate design and environmental studies to develop a Project Development Report (PDR), in anticipation of a Categorical Exclusion classification for environmental impact.

Specific elements of Phase I Engineering include:

- *Data Collection*
Review relevant studies, traffic and accident history, current land use and zoning information, FEMA and other floodplain information, etc.
- *Environmental Studies*
Inventory all significant social, economic, and environmental features or conditions which may be impacted by the project, including air quality, traffic and construction noise, wetlands and other ecologically sensitive features, adjacent homes and businesses, etc. and submit an Environmental Survey Request (ESR) if needed.
- *Preliminary Design Studies*
Develop alternative plans, where appropriate, including a preferred alternative, identifying pavement cross-section, utility location/relocation, street lights and traffic signals, etc. Preliminary cost estimates would be developed at this time. A Bridge Inspection Report and type, size and location (TS&L) drawing must be prepared where bridge structures are involved.
- *Project Development Report*
For improvements likely to be classified as a "categorical exclusion", a Project Development Report must be prepared which summarizes the major elements described above.

Projects such as new interchanges, bypasses, and those involving opposition or substantial controversy on environmental grounds will generally require preparation of an Environmental

Assessment Report or combined Environmental Assessment/Location and Design Report. Projects which have the potential to be processed as CEs, but which generally have been processed as EAs in the past (i.e., add lanes projects), are eligible for the Environmental Class of Action Determination (ECAD) procedures. These procedures do not constitute a new environmental processing category. Rather, they lead to a decision on whether actions will qualify for processing as CEs or will require an EA or EIS.

6. IDOT/FHWA Review and Approval of Project Report

Based on the preliminary scope of work for the project, comments from the Illinois project review system and their own review, FHWA will evaluate the level of environmental study which must be done in accordance with FHWA rules and regulations and consistent with the National Environmental Policy Act (NEPA). A project may fall into one of three categories of potential environmental impact and corresponding intensity and review of environmental studies:

- *Categorical Exclusions (CE)*
Actions which individually or cumulatively do not have a significant effect on the environment. (In certain unusual cases, projects given a Categorical Exclusion may still require an Environmental Assessment because of unique or unusual factors involved with what may, in all other respects, be a routine project.) An action may be classified as one of two types, with actions of the second type (Type II Detour Routes, typical reconstruction, intersection channelization) most common in DuPage County. These actions will require a Project Report.
- *Environmental Assessment (EA)*
A project in this category is of such magnitude that historically, the potential for environmental impact is present. The findings of this type of study will determine if an Environmental Impact Statement must be prepared or if a Finding of No Significant Impact (FONSI) can be granted. Examples of projects in this category include interchanges, bypasses, and those involving opposition or substantial controversy on environmental grounds.
- *Environmental Impact Statement (EIS)*
The most detailed review and of any environmental study, emphasizing alternatives analysis, including the No-Build Alternative and measures to mitigate harm or negative impact. An EIS will be required if a project is expected to have significant adverse impact on the natural, historic, or cultural resources, flood plains or wetlands, and disruption to homes and businesses. In general, projects requiring an EIS will be of such scope or magnitude to generate area-wide controversy.

Most federally funded projects in DuPage County will fall into the area of Categorical Exclusion. Projects which have the potential to be processed as CEs, but which generally have been processed with EAs in the past (i.e., add lanes projects) are eligible for the Environmental Class of

Action Determination (ECAD) procedures. The implementation of the ECAD procedures does not change any of the procedures or requirements for EISs, EAs, or CEs; it leads to the decision on whether an eligible project should be processed as a CE or with an EA or EIS and provides a structure for evaluating and documenting the basis for that decision.

Concurrence with a Categorical Exclusion is considered using the Project Development Report as the basis for review. District I review will normally take 2-3 weeks, with Springfield Bureau of Local Roads and Streets requiring another 2-3 weeks. Sign off by the District Engineer and the BLRS Engineer is required. FHWA review and/or concurrence is generally not required for typical Categorical Exclusion Projects unless unusual conditions or circumstances are involved (e.g., local opposition/controversy, off-project detours, etc.).

Categorical Exclusion projects of a minor nature, (e.g., resurfacing) may receive design approval simultaneously with concurrence on the Categorical Exclusion designation. This will shorten the overall schedule for implementing STP projects by six to eight weeks.

7. Public Hearing Requirements

Closely related to the level of environmental study required is the corresponding degree of Public Involvement. Minimum requirements for Public Involvement are, therefore, clearly established by the FHWA. A public hearing is required for all Federal-Aid projects which involve the preparation of an Environmental Impact Statement. Public hearings are also required for Categorical Exclusions (CE's) and Environmental Assessments (EA's) when significant amounts of right-of-way are required (ten or more property owners), significant adverse effects on abutting real property is expected, or there is known public opposition to the project. Public hearings cannot be advertised until IDOT and FHWA concurrence with a Categorical Exclusion, or "Finding of No Significant Impact" for Environmental Assessment projects, have been given. Public hearing requirements may be satisfied by publishing two notices of opportunity for public hearing. Guidance on the advertising of public hearings and conduct of meetings is provided in the IDOT BLRS Manual.

Based on experience with other DuPage projects, we would recommend that an informational meeting be held by the project sponsor as soon as the scope of project is determined. In most cases, early notification can be provided by the inclusion of proposed project application on a local council/board agenda; this would provide sufficient opportunity to communicate the intent of the sponsor regarding the project. Such public review at this early stage, helps insure that citizens do not feel left out of the decision-making process, and may save time and reduce delays at later, more critical stages of project development.

8. Design Approval

When design approval does not occur simultaneously with Categorical Exclusion concurrence, it will generally require two to three weeks each for the District Office and Central Bureau of Local Roads and Streets to review and approve the project. FHWA approval may be required in cases

where there is public controversy, limited environmental impact, deviation from design standards, and other non-routine aspects to the project. Projects involving bridge structures will require additional time to process through the Springfield office.

9. Land Acquisition

If right-of-way is required, the acquisition process may not be started until after design approval of the project. See the IDOT BLRS Manual for more information on right-of-way plans, appraisal, etc.

10. Phase 2 Engineering and development of plans, specifications, and estimates (P S & E)

Upon design approval, project plans, specifications and estimates (P S & E) are to be prepared. This Phase 2 engineering will provide more detailed information necessary to construct the project and will incorporate environmental and design commitments made at earlier stages of project development (e.g., mitigating impact measures, revised lane widths based on IDOT/FHWA review, etc.). They, in effect, become the basis for contract bids at a later date.

P S & E submittals will be reviewed and approved by the District 1 Office of IDOT. (Prior to P S & E approval requirements for environmental analysis and reports, public involvement, and design approval must be completed.) The elements of this phase of project development are:

- *Plans*
Plans are working drawings showing the location, character, and dimensions of the proposed work, including layouts, profiles, structures, cross-sections and other details. As such, the term Plans will actually incorporate the following specific documents:
 - ❖ Plan and profile
 - ❖ Bridge plans
 - ❖ Traffic control plans
 - ❖ Cross-sections
 - ❖ Right-of-way plans
 - ❖ Railroad/utility plans
- *Specifications*
"Specifications" are the detailed instructions for constructing highway projects, including a description of the work, materials, construction materials, method of measurement, basis of payment and the pay item for each item of work. Specifications shall conform to the Standard Specifications for Road and Bridge Construction published by IDOT.
- *Estimates*
An "estimate" is the predicted project cost at time of receipt of bids, developed from knowledge regarding the costs for materials, labor and equipment required to perform the necessary work. Incidental and overhead costs, as well as a statement of profit are also

included in the project cost estimate. Standard forms are available from each District Office for use in preparing cost estimates for pay items normally encountered during project construction.

11. Final Processing for Letting/Award of Contracts

This is the most critical step of the entire process. All of the preceding steps, plus those enumerated below, are brought together and processed so that the construction estimates (including any special provisions), agreements, bid advertising and contract award may be completed. Prior to this step, the following paperwork must be completed: right-of-way maps, certification of right-of-way and joint agreement.

A joint agreement between the State and local agency involved will be required for all Surface Transportation Program improvements. Participation by the local agency may be a contribution of services or money; for example, preliminary engineering, right-of-way costs, and/or construction costs are generally the responsibility to some extent of the local agency. The joint agreement should also resolve questions of maintenance, parking, storm sewer pollution, encroachment, approval of plans, etc. IDOT, in all cases, will prepare the preliminary and final draft of the joint improvement agreement. The final agreement will be forwarded to the municipality for execution by proper officials and returned to IDOT for execution by State officials. In order for an improvement with attached ordinances must be fully executed and plan approval received, from six to seven weeks prior to the scheduled letting date.

Projects are let and awarded by IDOT on the basis of competitive bidding. IDOT will advertise proposed projects in its Service Bulletin. This bulletin is the official publication and sole criterion of bids for Federal-Aid and State road work and is sent to each contractor on IDOT's pre-qualified list. At the time and place specified in the State's Service Bulletin, the total amount of each bid is read aloud to those present. The award of contract will be made within 45 days after the letting to the lowest responsible qualified bidder where the proposal complies with all prescribed requirements. A concurrence in the low bid is now part of the joint agreement. When a project is awarded, a contract is prepared and sent to the low bidder for execution in accordance with the Bureau of Design "Instructions for Executing Contracts and Bonds".

As soon as practicable after a contract is awarded, the District Office shall arrange a conference with the contractor and local agency prior to execution of the work. The purpose of this "pre-construction" conference is to discuss the plans and specifications of the project, unusual conditions, methods and schedule of operation, mobilization of equipment, labor requirements, traffic, and Federal requirements.

The following items will be discussed at the meeting:

- Order of work (progress schedule)
- Utilities and railroads
- Sub-contractors and agents

- Records and reports
- Traffic control and safety
- General construction discussion

Completion of each of the steps discussed will lead up to actual construction of the project. Again, applicants are referred to Local Roads staff from District 1 and the BLRS Manual for specific guidance in each of these steps.

Highlights of STP Design/Improvement Standards

All STP projects must be designed according to state/federal standards as contained in documents such as the IDOT BLRS Manual and IDOT Design Manual. Sponsors submitting STP project applications should review and familiarize themselves with the design standards contained in these documents before determining preliminary project design or cost estimates. Submittal of projects not designed according to these standards may result in unanticipated cost increases, delay in project implementation and even removal from the STP program. To prevent such circumstances from arising, early coordination with IDOT is essential.

Following is a list of IDOT/FHWA design standards and requirements that are commonly overlooked in the development of project design:

- A 30-foot minimum (face-to-face of curb) cross-section for two-lane urban collector streets.
- Storm sewers designed for a 10-year storm; where storm sewer outlets are restricted a design frequency less than 10 years may be approved.
- Storm sewers must be an integral part of the highway improvement and should be documented as such. STP funding can be utilized only for storm sewer and other drainage work that is within the road right-of-way.
- Storm sewers must be built entirely within the limits of the project, except in the case of outfalls.
- Angled parking will generally not be approved unless an auxiliary lane is provided to prevent conflict between parking maneuvers and through traffic.
- IDOT and the Federal Highway Administration will look beyond the immediate scope or limits of the project in order to incorporate solutions to other safety or operational problems currently experienced. This should be anticipated in the design of the project.
- Project design should be based on a twenty-year design traffic projection.
- Twelve-foot lane widths are generally required for widening of urban streets. Where right-of-way is restricted, lane widths of a minimum of 10 feet will be considered on resurfacing projects.
- High accident locations must be identified and improved on all projects. Wet weather accident analysis is also required.
- Pavement overlays should be based on the structural adequacy of existing pavement.

- Early coordination with utility companies is essential.
- Pavement marking, signing, striping, and traffic control on resurfacing, reconstruction, widening and other projects must conform to the Illinois Manual on Uniform Traffic Control Devices.
- Road cross-sections must be continuous for STP projects. (E.g. 12 foot lanes with curb and gutter cannot be built "around" a section with 10 foot lanes and no curb and gutter even if the pavement condition for that section is good).
- Railroad-highway grade crossings must be included (if not improved) in the project scope of work.

APPENDICES

Appendix A

STP Project Development Contacts

DUPAGE MAYORS AND MANAGERS CONFERENCE
1220 Oak Brook Road
Oak Brook, IL 60523
(630) 571-0480 FAX (630) 571-0484

Steve May, Director, Transportation Technical Committee
Mike Albin, Transportation Project Manager
Brent Coulter, Consulting Engineer

CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)
AND/OR CMAP COUNCIL OF MAYORS
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606
(312) 454-0400 FAX (312) 454-0411

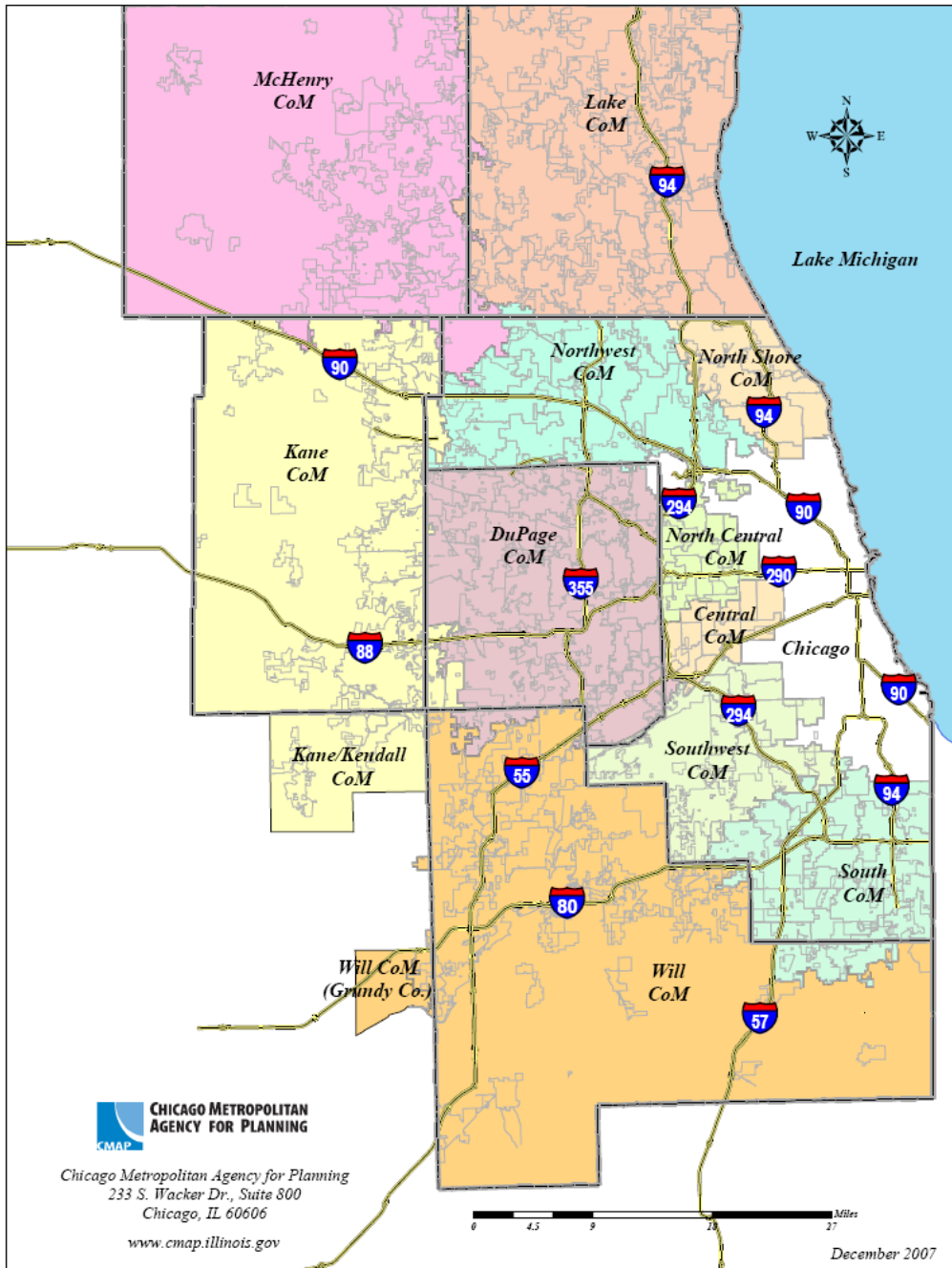
Claire Bozik, Senior Analyst for Programming (technical questions)
Thomas Murtha (bike/ped information)
Teri Dixon, Senior Planner(TIP Procedures)

ILLINOIS DEPARTMENT OF TRANSPORTATION/DISTRICT 1
201 West Center Court
Schaumburg, IL 60196-1096
(847) 705-4201

*Chad Riddle, P.E., Federal Aid Program Engineer – Bureau of Local Roads and Streets
(Review Verification Form)*
*Marilyn Solomon, P.E., Field Engineer- Bureau of Local Roads and Streets (Project Co-
ordination)*

Appendix B

Council of Mayors Boundaries



Appendix C

Addition of Streets to the Federal-Aid Highway System

Streets may be added to the Federal-Aid Highway System if they meet the following criteria:

- Present or future average daily traffic greater than 3000 vehicles per day.
- Classification of the route as a major collector street or arterial on a local Comprehensive Plan or Thoroughfare Plan.
- Terminus on another Federal-Aid route, a major employment center, or other major traffic generator.
- Contributes to the overall effectiveness of the countywide transportation network, as shown in the County's highway improvement plan.

The Transportation Technical Committee will decide, based upon these criteria, whether to recommend the addition of the proposed route to IDOT. Generally, IDOT will accept the recommendation of the Committee and will forward a map amendment to the FHWA for final approval.

Highway Component – Eligible Projects and Evaluation Methodology

Eligible Projects

- Channelization of intersections
- Widening of traffic lanes
- Traffic signals (installation, modernization and modification)
- Signing and pavement marking
- Other operational improvements
- Widening to provide additional traffic lanes
- Widening and resurfacing of existing streets
- Structures (highway-waterway, highway-railroad, highway-highway and pedestrian-highway grade separations)
- Construction on new locations
- Rehabilitation, Reconstruction, and Restoration Projects

Evaluation Methodology for Highway Projects

The Transportation Technical Committee has developed an evaluation procedure to prioritize proposed Highway Component projects on the basis of their relative cost-effectiveness. A set of evaluation criteria has been established by the committee to measure the relative benefits that would result from the implementation of these projects. This information is combined with the cost of each project to develop a cost-effectiveness ratio for each project. In developing the Guaranteed List, the Transportation Technical Committee gives first consideration to the highest-ranking projects, in order of cost-effectiveness.

Project benefits are evaluated among five evaluation categories for build and no-build scenarios. Benefits are evaluated for the existing year, as well as a forecasted year (20 years into the future). The weight attributed to each criterion in determining the overall project score is established by the Transportation Technical Committee and reflects the relative value or priority of potential benefits. A descriptive list of the evaluation criteria for Highway Component projects and their assigned weight values are provided on the following pages. (Note that the weights total 100 points, so that each category weight value is its percentage of total "importance.")

The steps to calculating the total benefits for a project are as follows:

1. Determine absolute benefits for each project;
2. Scale project benefits relative to values for each project submitted;
3. Weight scaled benefits; and
4. Sum weighted/scaled benefits for existing year and forecast year.

HIGHWAY PROJECT BENEFIT CRITERIA	ASSIGNED WEIGHTS	
	<i>Existing Year</i>	<i>Future Year</i>

<i>(1) Change in Peak-hour Travel Time</i>	20.9	20.9
--	------	------

Peak-hour travel time measured in field for existing p.m. peak (between 4 p.m. and 6 p.m.) traffic conditions. "Build" and future year travel times based on application of Volume/Capacity/Speed curves (Highway Capacity Manual and Development Department calibrated curves). Intersection component of delay for "Build" and future year conditions calculated using Webster's Delay equation, and other appropriate methods.

<i>(2) Change in Off-Peak Hour Travel Time</i>	14.6	14.6
--	------	------

Same as above, except mid-morning or mid-afternoon hours are used.

<i>(3) Change in Accident Experience</i>	24.7	24.7
--	------	------

A three year history of accident experience and existing traffic volumes determine an accident rate used for no-build conditions for existing and future year evaluation. Accidents are weighted by the seriousness of involvement with each fatal accident and each personal injury accident equal to nine property damage

HIGHWAY PROJECT BENEFIT CRITERIA
(Cont'd)

ASSIGNED WEIGHTS
Existing Year Future Year

accidents. The accident reduction impact of the project is determined based on before-and-after accident experience for similar classes of projects.

(4) Change in Average Daily Congestion 25.0 25.0

Average daily congestion is a weighted average of volume/capacity ratio over a 12 hour period of the day (6 a.m. to 6 p.m.) for the length of the project. The Average Daily Congestion ratio is in turn weighted by average daily traffic for each project being evaluated. Projects which improve the weighted volume/capacity ratio from substandard levels will receive additional weight based on a pre-determined table of values.

(5) Emissions Reductions 14.8 14.8

Improvements in vehicle speed and reductions in stopped delay can result in significant reductions in tailpipe pollutant emissions. By applying emission rate versus speed curve tables developed by CMAP to peak and off-peak hour speeds generated through a project capacity analysis, estimates of total tailpipe pollution reductions can be calculated for build versus no-build conditions.

TCM Component – Eligible Projects and Evaluation Methodology

Eligible Projects

- Programs for improved public transit (capital only);
- Restriction of certain roads or lanes to or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives**;
- Trip reduction ordinances**;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use**;
- Programs to provide all forms of high occupancy, shared-ride services**;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place**;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles**;
- Employer-sponsored programs to benefit flexible work schedules**;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity**;
- Programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest;
- Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings, when these projects contribute to air quality and/or congestion reduction;

- Highway and transit research and development and technology transfer programs**;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs.

*** While these projects are an eligible use of STP funds, IDOT prefers to direct STP funds to capital projects, as there are other sources of funding in the region for non-capital projects. If a sponsor wishes to pursue one of these types of projects with STP funds, IDOT would like to discuss these with the sponsor and the Conference on a case-by-case basis.*

Evaluation Methodology for TCM Projects

Annual application forms are available from Conference staff to facilitate the submission of TCM projects and provide consistency between project submittals for review. Each project application must meet the following minimum criteria:

- Have a municipal sponsor or co-sponsor;
- Have secured a commitment for local match;
- Have secured a commitment for on-going maintenance/operations;
- Be consistent with adopted local, county, or regional agency plans;
- Meet TCM eligibility criteria specified in federal legislation; and
- Satisfy minimum design criteria and justification warrants that may be used by federal, state, regional agencies or the Conference.
- Not be a recurring, area-wide project/program (example: city-wide ADA sidewalk ramp compliance).

The Transportation Technical Committee has established a point system and score weighting methodology to evaluate TCM Component projects. The resulting score is used as a guide to select projects for the Annual Element. The seven evaluation factors for TCM Component projects and associated point values are described below.

(1) Emissions Cost-Effectiveness

The annualized cost-effectiveness of each project in reducing emissions and congestion will be calculated. Each benefit category will be given equal weight in determining a composite benefit "quartile" rank for each project, with each quartile rank corresponding to a specific award of points (e.g. top or 1st Quartile projects would receive 4 points, and bottom or 4th Quartile projects would receive 1 point). The following emissions and congestion reduction factors will be evaluated:

- Auto Trips Diverted - Diversion to non-auto modes has the benefit of easing traffic congestion and reducing tailpipe emissions (VOC and NO_x).
- Vehicle Miles of Travel - Reduced auto travel mileage will reduce tailpipe emissions (VOC and NO_x).
- VOC - Volatile organic compound (non-methane hydrocarbon) tailpipe emissions react with oxides of nitrogen and sunlight to form ozone. The rate of emissions increases uniformly as average highway speed decreases to approximately 20 mph. Below 20 mph, the emission rate increases disproportionately to the reduction in speed.
- NO_x - Oxides of nitrogen tailpipe emissions react with hydrocarbons and sunlight to form ozone. The emissions rate increases uniformly as average highway speed decreases in the 2 mph to 40 mph range.

(2) Safety Benefit

Some TCM projects may also improve pedestrian, bicycle or vehicular safety and may receive safety benefit points as described below.

- High (+2 points)

Projects which improve the safety of crossing vehicles and/or pedestrians within a highway corridor. Common examples include pedestrian signalization, median or corner pedestrian refuge islands, HAWK pedestrian signals, advance warning lights/beacons (e.g. Rectangular Rapid Flashing Beacons or flashing yellow beacons on warning signs) at midblock crosswalks.

- Moderate (+1 point)

Projects which improve the safety of longitudinal flow of vehicles and/or pedestrians. Common examples include shared paths outside a highway corridor, sidewalks, wider outer lanes or bike lanes, and traffic signal interconnect. Bicycle sidepaths (shared paths parallel to a highway) that are specifically recommended in the IDOT BDE "Bicycle Facility Selection" guidelines and/or which do not exceed maximum cross-street conflict/mile guidelines may fall into this category.

- No Benefit (+0 points)

Projects that generate little or no net safety benefit. Note that bicycle sidepaths that are not specifically recommended in the IDOT BDE “Bicycle Facility Selection” guidelines or which exceed maximum cross-street conflict/mile guidelines may fall into this category.

Actual crash histories, if available and submitted with the Project Application, will be considered in the assignment of a project to one of the three safety benefit categories above.

(3) Congestion Mitigation

TCM projects can help mitigate congestion and improve highway or intersection level of service from the substandard "E" and "F" range or on highway segments that they impact. The impact may be direct (improving the efficiency of highway operations) or indirect (reducing the number of auto trips on the highway network).

- Existing LOS E/F (+2 points) One or more street segments or intersections impacted by the project are currently operating at Level of Service (LOS) E or F.
- 10-Year Projected LOS E/F (+1 point) One or more highway segments or intersections impacted by the project are forecast to operate at LOS E/F within the next ten years.
- Existing/Projected LOS A-D (+0 points)
- Highway segments or intersections affected by the project are forecast to operate within the acceptable LOS A-D range over the next ten years.

(4) Benefit Area

It is desirable to maximize the extent of a project's impact in terms of both geographic coverage and user market served. Therefore, projects that have inter-community or greater impact will be awarded more points than a project that benefits only a single community. The following categories and minimum criteria will be considered in the awarding of evaluation points:

- Regional/Countywide (+2 points)
 - ◊ Primarily addresses countywide or regional transportation/air quality needs.
 - ◊ Project impacts a highway corridor classified as a Principal Arterial or above on the Year 2005 Street and Highway Plan for DuPage County.
 - ◊ Project is included in a countywide or regional plan or program, or expands upon a facility contained therein.
- Inter-Community (+1 point)
 - ◊ Primarily impacts 2 or more communities.
 - ◊ Project impacts a highway corridor classified as a Major Collector or above on the Year 2005 Street and Highway Plan for DuPage County.

- ◇ Project is funded by more than one community.
- Intra-Community (+0 points)
 - ◇ Primarily impacts a single community.
 - ◇ Project impacts a highway corridor classified below a Major Collector on the current Long-Range Street and Highway Plan for DuPage County.

(5) Project Innovation

Innovative ideas are necessary to help lessen reliance on single-occupancy auto travel and are encouraged by the Conference and the Transportation Technical Committee.

- Demonstrates New Service/Approach (+1 point)

The project is a new concept, approach or technology for addressing the problems of reducing reliance on the single-occupant automobile or optimizing the efficiency of existing highway facilities that may have application beyond the immediate project area.
- Routine Service of Approach (+0 points)

The project implements existing service types or solutions that have a proven performance "track record".

(6) Priority Target Area

The Conference, at its discretion, may identify one or more project categories to target for implementation in any given program year in order to better coordinate with the programs of other agencies, to help comply with legislative or regulatory intent, or to address the general goals and objectives of its members. Evaluation category weighting and specific point values are determined when a priority target area has been selected.

TCM projects that support the DuPage Area Transit Plan in some way will receive 1 or 2 bonus points, depending on the degree of support.

A weighting scheme is applied to the evaluation criteria to reflect the relative priority of each criterion. The weighting scheme currently employed doubles the value of the emissions cost-effectiveness score, making this criterion the most significant of the seven listed above. The TCM Component Evaluation Criteria Matrix depicted in Figure 3 summarizes the point values and weighting factor assigned to each of the seven TCM evaluation criteria.

Figure E-1.

Transportation Control Measure (TCM) Evaluation Criteria Matrix

<i>Evaluation Category</i>	<i>Multiplier</i>	<i>Point Value</i>				
		+4	+3	+2	+1	+0
1. Emissions Cost-effectiveness	x2	<< Combined Auto Trip Diversion, VMT, VOC & No _x reductions >>				
2. Safety Benefit	x1	NA	NA	High	Moderate	No Benefit
3. Congestion Mitigation	x1	NA	NA	Existing LOS E/F	10 yr. Proj. LOS E/F	Existing/Proj. LOS A - D
4. Benefit Area	x2	NA	NA	Regional/ County-wide	Inter- Community	Intra- Community
5. Project Innovation	x1	NA	NA	NA	Demonst. New Service/ Approach	Routine Service or Approach
6. Priority Target Area	x1	<< Project type(s) & value/weight (if selected) could vary each year >>				

component.

ITS is generally defined by following categories:

- Traffic signal control systems
- Freeway management systems
- Transit management systems
- Incident management programs
- Emergency management systems
- Electronic toll collection/fare payment systems
- Multi-modal regional traveler information centers

- Highway/rail intersection safety systems

Examples of STP eligible projects include multi-jurisdictional signal coordination and timing optimization plans, remote video surveillance, remote pavement sensing (deicing), transit/transportation system kiosks and real-time traffic information centers. Conference staff will make the final determination regarding the eligibility of a project to be designated as ITS.

Additional Eligibility Criteria for ITS Projects

In addition to the eligibility criteria described above, ITS projects must meet the following minimum criteria in order to be considered for STP funding:

- Not design-only;
- Satisfy minimum standards and guidelines that may be used by federal, state, and regional agencies or the Conference; and
- Not duplicative, redundant or otherwise conflict with the goals and objectives of other planned or programmed ITS projects, or other projects funded or sponsored by the DuPage Mayors and Managers Conference.

ITS Evaluation Criteria

To the extent possible, Intelligent Transportation Systems (ITS) projects will be evaluated through the general TCM evaluation criteria. However, some benefits of ITS projects that are not traditionally considered in the TCM evaluation process (such as safety benefits) or that are not easily determined, may require additional staff analysis. The results of any additional staff evaluation will be provided to the Transportation Technical Committee for consideration in the project selection process. The input of CATS, IDOT or transit agency ITS experts may be sought by Conference staff for some ITS projects. Additionally, the DuPage Council intends to review the ITS Deployment Analysis System (IDAS)¹ project findings for potential incorporation into the DuPage ITS project evaluation methodology, when results are available. The IDAS project, a joint effort by the Oak Ridge National Laboratories and the FHWA, is only just underway and the products of which will not likely be known for several years.

Feasibility/Demonstration Project Evaluation

To the extent possible, "soft" TCM projects which result in one or more operational improvements with known or predictable benefits (e.g. signal coordination timing, rideshare matching) will be

¹ The objective of the IDAS project is to develop, test and apply technical procedures and transportation models to analyze ITS projects and strategies.

evaluated through the TCM Evaluation Criteria noted above. However, some TCM projects classified as "feasibility" or "demonstration" studies may not generate tangible operating benefits. Other projects, because they test a new or innovative approach, may be impossible to model.

Feasibility or concept studies generally involve an analysis of the potential benefit/costs and overall feasibility of implementing a TCM project. Further, positive results would normally lead to project programming and the funding of engineering and construction (*e.g.*, the city of Wheaton's train station/TIF District coordination study).

Demonstration/Pilot projects test a project concept on a small scale to assess the feasibility of application on a broader basis (*e.g.*, the village of Addison's residence-based ridesharing program).

Feasibility Study/Demonstration Project Eligibility Criteria

In addition to the TCM eligibility criteria, feasibility studies and demonstration projects must meet the following minimum criteria in order to be considered for STP funding:

- Is not a "stand-alone" design or construction engineering project
- Satisfies minimum standards and guidelines that may be used by Federal, State, Regional Agencies or the Conference
- Meets a minimum point-value criteria that may be established by the DMMC Transportation Technical Committee

Feasibility Study/Demonstration Project Evaluation Criteria

Points are awarded to a project on a scale of 1 to 5 corresponding to the degree to which it achieves each of the evaluation criteria. The average point value for each project is calculated and totaled to give a composite score for that project. Projects are then ranked in order of their composite point total.

(1) Project Innovation

The project tests a new and innovative idea to help lessen reliance on single-occupant auto travel, as opposed to solutions which already have a proven "track record".

<i>Proven Performance</i>					<i>New Concept/Approach</i>
1	2	3	4		5

(2) Application for Other Areas

The project's findings or work products are applicable to other municipalities or agencies for implementation, as opposed to being project or site specific, or the initial project has multi-agency benefits.

<i>Site Specific</i>					<i>Universal Application</i>
1	2	3	4		5

(3) Implementation Potential

By their very nature, most demonstration projects, feasibility studies, etc. test the potential or workability of a future operational or infrastructure construction program or the desirability of continuing operations. Projects are rated on their degree of implementation potential based on funding commitment (plan/program status), funding leverage for future project stages or related projects, extent of regulatory and environmental constraints, etc.

<i>Low Implementation Potential</i>					<i>High Implementation Potential</i>
1	2	3	4		5

(4) Priority Target Area

The Conference, at its discretion, may identify one or more project category to target for implementation in any given program year in order to better coordinate with the programs of other agencies, help comply with legislative or regulatory intent, or to address the general goals and objectives of its members. Evaluation category weighting and specific point values are determined at the time that a priority target area is selected.

Selections: RCO: 08	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS

LOCATED IN THE CMAP DUPAGE REGIONAL COUNCIL

Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested Est/Act CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE NIPC
1 ADDISON 180010600RS 2869	Var - Collins/Fullrtn C: Swift to Rohlwing to F: Rohlwing to Addison RESURFACING	3,193,152	08-17-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 3,193,152 / 2,235,206 /	CE 1 2 /9 /2019	NR		No		4/26/2019	MS CR Civiltech	NR	* NR
				REMARKS: Kick-off meeting held 5-11-18.								
2 BARTLETT 180009100RS 2846	Var - Schick/Petersdo Petersdorf to Fairfax to Schick to Army Trail RESURFACING SIDEWALKS	1,232,000	08-17-0007 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 1,232,000 / 862,400 /	CE 1 9 /18 /2018	NR		No		3/8/2019	MS CR BLA	NR	* NR
				REMARKS: Item No. 149.								
3 BENSENVILLE 160009500BT 2759	FAP2667 - Church St Grove Av to Irving Park Rd (IL19) BIKEWAYS	996,250	08-11-0017 E1: / / / / E2: / / / / RW: / / / / C: FFY18 / STE / 677,500 / 542,000 / / STPL / 318,750 / 223,125 /	CE 2 10 /16 /2017	NR		Yes	A 10 /16 /2017	4/26/2019	MS CR Civiltech	E	NR * NR
				REMARKS: Max TAP-L: \$542,000. PE2 kick-off meeting held 4-21-17. 4/26/2019 letting due to ROW (1-17-19).								
4 BENSENVILLE 170009700BT 2856	- IL 83 Foster Av to Bryn Mawr Av BIKEWAYS CULVERT EXTENSION	502,839	08-16-0001 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / CMAQ / 375,000 / 300,000 / / STPL / 127,838 / 89,487 /	CE 1	NR		Yes	E 12 /31 /2018	1/1/2020	MS CR Civiltech	NR	* NR
				REMARKS: PE2 kick-off meeting held 4-4-18. Need schedule (1-25-19).								

2/15/2019

Selections: RCO: 08	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested CD DT	ROW Req CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE * * *	Review * * *
5 BENSENVILLE 180009900LS 2926	Various - Various (4) Green St to RR Crossing RECONSTRUCTION; SW RESURFACING	2,262,760	08-19-0002 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STE / 2,262,760 / 1,045,800	CE 1	NR	No	No		4/26/2019	MS CR Robinson	NR No	NR	* * * * * * * * * *
													REMARKS: Max ITEP: \$1,045,800.
6 BURR RIDGE 140005100SW 2410	FAU2684 - County Line Rd 60th St to Longwood Dr SIDEWALKS	696,560	08-12-0042 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 696,560 / 283,920	CE 1	NR	No	No		4/26/2019	MS CR Burns & M	NR No	NR	* * * * * * * * * *
													REMARKS: PE1/2 kick-off held 10-17-14. PE2 re-kick-off held 8-30-17. LPA has applied for STP-L increase.
7 BURR RIDGE 180005500RS 2880	- Burr Ridge Pkwy County Line Rd to Bridewell Dr LAFO RESURFACING	724,750	08-17-0011 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 724,750 / 543,562	CE 1	NR	No	No		4/26/2019	MS CR Patrick	NR No	NR	* * * * * * * * * *
													REMARKS: PE1/2 kick-off meeting held 7-12-18.
8 CAROL STREAM 150006000BT 2787	FAU2554 - Kuhn Rd Lies Rd to Army Trail Rd BIKEWAYS	367,000	08-14-0024 E1: FFY16 / STEP / 72,561 / 58,049 / A E2: FFY19 / STE2 / 64,500 / 51,600 / RW: FFY19 / STER / 47,000 / 23,500 / C: FFY20 / STPL / 367,000 / 275,000	CE 1	NR	Yes	Yes		9/20/2019	MS CR TranSyste	NR No	NR	* * * * * * * * * *
													REMARKS: ITEP for E1/E2/ROW. STP-L for C. CE local.

Selections: RCO: 08	Engineer
Fund: 08	Tip Fund:

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9 CAROL STREAM 150006100BT	FAU1375 - Lies Rd Gary Av to Schmale Rd BIKEWAYS	513,000	08-14-0022 E1: FFY06 / STEP / 99,730 / 79,784 / A E2: FFY19 / STE2 / 90,000 / 72,000 / RW: / / / / C: FFY19 / STPL / 513,000 / 385,000 /	CE 1 4 /28/2018	NR	No			9/20/2019	MS CR TranSyste	NR	* NR
2786			REMARKS: ITEP for E1/E2. STP-L for C. CE local.									
10 CAROL STREAM 170006400BT	Var - Various See Note BIKEWAYS	2,428,200	08-17-0021 E1: / / / / E2: FFY19 / STE2 / 160,000 / 128,000 / RW: FFY19 / STER / 315,000 / 252,000 / C: FFY19 / STPL / 1,362,000 / 1,021,000 /	CE 1 9 /6 /2018	NR	Yes	A 9 /6 /2018		9/20/2019	MS CR TranSyste	NR	* NR
2707			REMARKS: Bikeway on S Schmale Rd; Gundersen Dr; S President St. PE 1 kick-off Meeting held 12-15-16.									
11 CAROL STREAM 180006500RS	FAU1375 - Lies Rd Gary Av to Schmale Rd RESURFACING	1,389,000	08-17-0012 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 1,389,000 / 694,500 /	CE 1 10/3 /2018	NR	No			1/18/2019 1,031,758	MS CR Transyste	NR	* NR
2857			REMARKS: Item No. 119. Plote Construction, Inc.									
12 CLARENDON HILLS 160004500MS	MS1003 - Prospect Av Burlington to Ann St RECONSTRUCTION; SW; LS PAVEMENT MARKING; RR	3,850,000	08-16-0002 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STE / 2,949,000 / 1,760,000 / / CMAQ / 56,000 / 45,000 / / GCPF / 850,000 /	CE 2 10/16/2017	NR	Yes	A 10/16/2017		6/14/2019	MS CR Terra	NR	* NR
2934			REMARKS:									

Selections: RCO: 08	Engineer
Fund:	Tip Fund:

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13	CLARENDON HILLS 190004800BR	- Eastern Av at Harris PEDESTRIAN OVERPASS	210,955	08-18-0020	CE 1	NR		No		6/12/2020	MS CR CBBEL	NR	* NR
2943			E1: / / / / / E2: / / / / / RW: / / / / / C: FFY20 / STPL / 210,955 / 158,216										* * * * * * * * * * * * * *
					REMARKS: E1/E2 kick-off meeting held 2-6-19. Need PPI.								
14	DUPAGE 080000203BT	Off - Benedictine Con Burlington Av to College Dr BIKEWAYS	2,670,000	08-04-0011	CE 2	A		Yes		1/1/2020	MS CR Patrick En	NR	* NR
2402			E1: / / / / / E2: FFY10 / HPP2 / 363,247 / 80,000 / A RW: FFY17 / STER / 890,000 / 712,000 / C: FFY19 / STPL / 2,670,000 / 2,003,000 / STE / 336,000 / 280,000 /										* * * * * * * * * * * * * *
					REMARKS: PE1 under 05-00002-02-BT. HPP for E2. STPL for C.								
15	DUPAGE 080000204BT	- E Br Du Rvr Trl Hobson Rd to Walnut St SHARED USE PATH SIGNAGE	1,632,500	08-07-0021	CE 2	NR		Yes		1/1/2021	MS CR Clorba	NR	* NR
1609			E1: / / / / / E2: FFY19 / STE2 / 200,000 / 160,000 / RW: FFY18 / STER / 400,000 / 200,000 / C: MYB / STPL / 1,382,500 / 878,400 / STE / 250,000 / 154,700 /										* * * * * * * * * * * * * *
					REMARKS: ITEP for PE2/ROW/CE (\$514,700 max). STU for C (\$878,400 max). K/O mtg held 6/9/09. 2021 per PL (8-14-18).								
16	DUPAGE 110020102BT	CH 34 - 31st St Trail Highland Ave to Meyers Road BIKE PATH	838,400	08-11-0023	CE 2	NR		Yes		1/1/2021	MS CR Graef	NR	* NR
1960			E1: / / / / / E2: / / / / / RW: / / / / / C: FFY21 / STPL / 838,400 / 628,800										* * * * * * * * * * * * * *
					REMARKS: Max STU: \$628,800. PE2 k/o mtg held 7-1-14. On hold per LA due to potential revision to horizontal alignment. 2020 per LA (8-21-17).								

2/15/2019

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Selections: RCO: 08	Engineer
Fund:	Tip Fund:

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Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environmental Approval	Public Hearing Status	Design Appv Requested	ROW Req CD Certified DT CD DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review STATE NIPC
17 DUPAGE 110023711BT 2563	FAU2561 - Gary Av Great Western Trail to Army Trail Rd BIKEWAYS PED-RAIL CROSSINGS	2,979,000	08-12-0040 E1: / / / / E2: / / / / RW: FFY17 / STER / 587,000 / 470,000 / R C: FFY19 / STPL / 2,979,000 / 2,234,000 / / STE / 325,000 / 260,000 /	CE 2 11/17/2015	NR		Yes A 11/17/2015		8/2/2019	MS CR	NR E No	* * * * * * * * * *
REMARKS: Max STP-L: \$2,234,000 (C only). Max TAP-L: \$730,000 (ROW/CE). PE2 kick-off held 8-18-17. Need update to PESA/BIO.												
18 DUPAGE 130025301CH 2689	FAU3580 - 87th St Woodward Av INTERSECTION IMPROVEMENT	3,254,000	08-13-0027 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 3,254,000 / 2,441,000 / / / / /	CE 2 10/25/2016	NR		Yes A 10/25/2016		8/2/2019	MS CR	NR	* * * * * * * * * *
REMARKS: Max STP-L: \$2,441,000. PE2 kick-off meeting held 9/15/16. 8/2/2019 earliest letting due to ROW per L PA (1-10-19).												
19 DUPAGE 140012404BR 2492	FAU1479 - Warrenville Rd E Br DuPage River BRIDGE RECONSTRUCTION	2,800,000	08-15-0001 E1: FFY15 / BRPP / 194,659 / 155,727 / A E2: FFY19 / BRP2 / 350,000 / 280,000 / RW: / / / / C: FFY20 / BRP / 2,800,000 / 2,240,000 / / / / /	CE 2	NR		 E 12/15/2018		1/1/2020	MS CR Knight	NR Yes	* * * * * * * * * *
REMARKS: SN 022-3003. Kick-off meeting held 5-29-2015.												
20 DUPAGE 140024505LS 2725	IL390 - Elgin O'Hare Western Corridor LANDSCAPING	690,130	E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STE / 690,130 / 550,190 / / / / /	CE 1	NR		Yes E 10/31/2018		6/14/2019	MS CR HDR	NR No	* * * * * * * * * *
REMARKS: TIP: 03-96-0021. All ITEP (\$550,190) for Construction. PE2 status/discussion held 3-8-18. ISTHA coord req'd.												

2/15/2019
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Selections: RCO: 08	Engineer
Fund:	Tip Fund:

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														Est/Act CD DT
25	DUPAGE 160023300CH	FAP0369 - 75th Street Lyman Av to Exner Rd/Williams Rd RESURFACING ADDITIONAL LANES	3,690,000	08-17-0009	CE 1	NR		No		9/20/2019	MS CR 2im Group	NR	* NR	
				E1: / / / /									*	
				E2: / / / / 0 /			A						*	
				RW: / / / /			9 /10/2018					No	*	
				C: FFY19 / STPL / 2,437,200 / 1,706,040 /			REMARKS: Max STP-L: \$1,706,040 (C only). PE2 kick-off meeting held 7-24-18.							*
	2881			/ / / /									*	
				/ / / /									*	
26	DUPAGE 170023303SP	FAP369 - 75th St Naper Blvd INTERSECTION IMPROVEMENT MODERNIZE TRAFFIC SIGNALS	587,500	08-17-0025	CE 1	NR		No		4/26/2019	MS CR CBBEL	NR	* NR	
				E1: / / / /									*	
				E2: / / / / 0 /									*	
				RW: / / / /								No	*	
				C: FFY19 / HSIP / 587,500 / 528,750 /			REMARKS: Max HSIP: \$528,750. PE2 kick-off meeting held 10-24-18.							*
	2747			/ / / /									*	
				/ / / /									*	
27	DUPAGE 170027203SP	FAU1376 - Grand Av US20 to County Line Rd RESURFACING MODERNIZE TRAFFIC SIGNALS	3,423,600	08-18-0010	CE 1	NR		No		4/24/2020	MS CR Burns & M	NR	* NR	
				E1: / / / /									*	
				E2: / / / / 0 /			E						*	
				RW: / / / /			6 /30/2019					No	*	
				C: FFY20 / HSIP / 1,214,400 / 1,092,960 /			REMARKS: Kick-off meeting held 10/9/2018.							*
	2908			/ / / /									*	
				/ / / /									*	
				/ / / /									*	
28	DUPAGE CO. FPD 14F300013BT	Off - Dunham FP Tr Army Trail Rd Cornerstone Lakes Pk BIKEWAYS	1,561,351	08-14-0031	CE 1	NR		No		1/17/2020	MS CR TranSyste	NR	* NR	
				E1: FFY15 / STEP / 121,636 / 97,309 / A									*	
				E2: FFY18 / STE2 / 123,843 / 99,074 / A									*	
				RW: / / / /								No	*	
				C: FFY19 / STE / 1,561,351 / 1,160,547 /			REMARKS: PE2 kick-off meeting held 3-21-18. 1/17/2020 letting per LPA (1-24-19).							*
	2423			/ / / /									*	
				/ / / /									*	

Selections: RCO: 08	Engineer
Fund: 08	Tip Fund:

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29 DUPAGE CO. FPD 16F300015BT 2692	- W Br DuP Rvr Tr W DuPage Wds FP to Blackwell FP BIKEWAYS	4,584,000	08-16-0019 E1: / / / / E2: FFY19 / STE2 / 300,000 / 240,000 / RW: FFY19 / STER / 100,000 / 80,000 / C: FFY20 / STPL / 4,584,000 / 778,000 /		NR		Yes		1/1/2020	MS CR Lochner	NR	* NR
				REMARKS: Max STP-L: \$778,000. Kick-off meeting held 8-12-16.								
30 ELMHURST 160018700MS 2913	- First St/Park A Maple to Palmer to Prospect to Palmer PARKING; RESURFACING; SW NEW METRA STATION	15,700,000	08-18-0005 E1: / / / / E2: / / / / RW: / / / / C: FFY21 / CMAQ / 12,500,000 / 10,000,000 / / STPL / 3,200,000 / 2,400,000 /		NR		Yes		1/1/2021	MS CR CDM Smit E No	NR	* NR
				REMARKS: Max CMAQ: \$10M; Max STP+: \$2.4M.								
31 ELMHURST 180019400RS 2868	- West Av St Charles Rd to First St/UPRR RESURFACING	423,751	08-17-0018 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 423,751 / 296,632 /	CE 1 10/4 /2018	NR		No		1/18/2019 310,996	MS CR BLA NR No	NR	* NR
				REMARKS: Item No. 114. K-Five Construction Corporation.								
32 ELMHURST 180019500RS 2872	- Spring Rd St Charles Rd to Vallette St RESURFACING LAFO	453,782	08-17-0006 E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 453,782 / 317,647 /	CE 1 2 /9 /2019	NR		No		4/26/2019	MS CR HLR NR No	NR	* NR
				REMARKS: PE1/2 Kick-off meeting held 5-30-18.								

2/15/2019

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Selections: RCO: 08	Engineer
Fund:	Tip Fund:

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								CD/Certified DT	CD DT	Award Amt		STATE	NIPC			
33	ELMHURST 180019600MS	- Various Various	238,821	08-18-0021	CE 1	NR		No		1/1/2020	MS CR BLA	NR	*	NR		
		BIKE RACKS; LOCKERS BIKE CANOPIES		E1: / / / / E2: / / / / RW: / / / / C: FFY19 / STPL / 238,821 / 167,175 /					E 1/31/2019		NR No		*	*		
2905													*	*		
									REMARKS: Various LPA's. May LOCAL LET. Kick-off meeting held 9-14-18. Need PPI.						*	*
													*	*		
34	GLEN ELLYN 180008300RS	- Various RESURFACING	863,500	08-17-0008	CE 1	NR		No		9/18/2020	MS CR Civiltech	NR	*	NR		
				E1: / / / / E2: / / / / RW: / / / / C: FFY20 / STPL / 863,500 / 474,925 /					E 4/15/2020				*	*		
2928													*	*		
									REMARKS: kick-off meeting held 12-7-2018.						*	*
													*	*		
35	HANOVER PARK 150006300BT	Off - Hawk Hollow Tr DuPage FP Trail to Lawrence/Morton intersect BIKEWAYS	91,000	08-16-0003	CE 1	NR		No		8/3/2018 89,900	MS CR H. R. Gre	NR	*	NR		
				E1: / / / / E2: FFY17 / STE2 / 23,636 / 18,909 / A RW: / / / / C: FFY18 / STE / 91,000 / 72,800 /							No		*	*		
2776													*	*		
									REMARKS: ITEP #1T1320. Item No. 6. Chicagoland Paving Contractors, Inc.						*	*
													*	*		
36	HANOVER PARK 150006600BR	FAP0361 - Arlington Dr Greenbrook Blvd to Catalina Dr BRIDGE RECONSTRUCTION	2,120,000	08-15-0038	CE 1	NR		Yes		1/1/2020	MS CR Benesch	NR	*	NR		
				E1: FFY16 / BRPP / 124,866 / 99,894 / A E2: FFY19 / BRP2 / 150,000 / 120,000 / RW: / / / / C: FFY19 / BRP / 2,120,000 / 1,696,000 /					A 1/8/2019		No		*	*		
2785													*	*		
									REMARKS: SN: 022-7451. Need schedule (2-13-19).						*	*
													*	*		

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37 ITASCA 120006000SP 2643	FAU1321 - IL19-Irving Pk W of I-290 to E of Rush PEDESTRIAN SAFETY IMP (at 5 locations)		08-10-0008 E1: FFY14 / ILL / 125,879 / 44,759 / A E2: / / / / / RW: / / / / / C: / / / / /	CE 1 6 / 7 / 2016	NR	No			1/1/2020	MS CR T. Y. Lin	NR	* NR
REMARKS: Max ILL: \$105,300. At 5 various locations along IL19. Need new PPI for PE2, C and C E (8-21-17).												
38 ITASCA 140006300SW 2728	- Elgin-O'Hare Park Blvd to Prospect Av SIDEWALKS	673,900	E1: / / / / / E2: FFY17 / STE2 / 50,000 / 40,000 / RW: / / / / / C: FFY19 / STE / 673,900 / 539,120 /	CE 1	NR	No			1/1/2020	MS CR Robinson	NR	* NR
REMARKS: Max ITEP: \$579,120. Kick-off meeting held 2-2-17. DA part of EOH EIS.Requires updated CE1. 2019 let ting per PPI. TIP 03-96-0021.												
39 ITASCA 170006400FP 2727	FAU2626 - Arlington Ht Rd Pierce Rd to Elgin-O'Hare RECONSTRUCTION; DRAINAGE LIGHTING	597,000	08-16-0008 E1: / / / / / E2: / / / / / RW: / / / / / C: FFY19 / STPL / 597,000 / 417,900 /	CE 1 5 / 15 / 2018	NR	No			4/26/2019	MS CR Robinson	NR	* NR
REMARKS: PE2 kick-off meeting held 7-18-18.												
40 LOMBARD 190016100RS 2939	- Main St St Charles Rd to Wilson Av RESURFACING	1,377,500	08-18-0016 E1: / / / / / E2: / / / / / RW: / / / / / C: FFY20 / STPL / 1,377,500 / 964,250 /	CE 1	NR	No			3/6/2020	MS CR Civiltech	NR	* NR
REMARKS: Kick-off meeting held 1-28-19.												

Selections:	RCO: 08	Engineer
	Fund:	Tip Fund:

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Record id												
49 WEST CHICAGO 180008100RS 2863	MS5041 - Forest Av Joliet St to IL 59 RESURFACING; SW LIGHTING	564,770	08-18-0018 E1: / / / / E2: / / / / 0 / RW: / / / / / C: FFY19 / STPL / 564,770 / 282,385 /	CE 1	NR	No E 10/31/2018	No		4/26/2019	MS CR Thomas	NR No	NR * NR * * * * * * * * * * * * *
	REMARKS: PE1/2 kick-off meeting held 4-24-18.											
50 WHEATON 180011800RS 2826	FAU1417 - Harrison Av N Gary Av to College Av LAFO	744,630	08-15-0017 E1: / / / / / E2: / / / / 0 / RW: / / / / / C: FFY19 / STPL / 744,630 / 521,241 /	CE 1	NR	No E 11/30/2018	No		4/26/2019	MS CR Thomas	NR No	NR * NR * * * * * * * * * * * *
	REMARKS: PE1/2 kick-off meeting held 1-10-18.											
51 WHEATON 180011900RS 2827	SeeNote - Blnchr/Prsdnt Hawkins to President to Blanchard to Roosevelt LAFO	791,000	08-15-0015 E1: / / / / / E2: / / / / 0 / RW: / / / / / C: FFY19 / STPL / 791,000 / 554,000 /	CE 1	NR	No E 11/30/2018	No		4/26/2019	MS CR Thomas	NR No	NR * NR * * * * * * * * * * * *
	REMARKS: PE1/2 kick off meeting held 1-10-18.											
52 WOODRIDGE 170007700SW 2774	- IL 53 Mulligan Dr to Hobson Av SIDEWALKS	210,154	08-17-0023 E1: / / / / / E2: / / / / 0 / RW: / / / / / C: FFY19 / STPL / 210,154 / 157,616 /	CE 1	NR	Yes E 12/31/2018	Yes		6/14/2019	MS CR V3	NR No	NR * NR * * * * * * * * * * * *
	REMARKS: Kick-off meeting held on 5/20/2017. Will need to advance fund. Need PPI.											

Selections: RCO: 08	Engineer
Fund:	Tip Fund:

LOCAL ROADS & STREETS STATUS SHEET FOR FEDERAL AID PROJECTS
 LOCATED IN THE CMAP **DUPAGE REGIONAL COUNCIL**

Record id	Local Agency/ Section	Project Route/ From/ To/ Scope of Work 1/ Scope of Work 2/	Current CE3 Estimate	T.I.P. NO. FFY/Fund/Cost/Fed Cost/Authorized	Environ- mental Approval	Public Hearing Status	Design Appv Requested CD	ROW Req Certified DT	Plans to CO CD DT	Target Let/ Low Bid/ Award Date Award Amt	E1/E2 Consultant	Jntagmt Cd Dt RR Agmt Cd Dt 404 Permit Cd Dt	A-95 Review	
													STATE	NIPC
53	WOODRIDGE 170007900BR	FAU1551 - 83rd Street I-355 BRIDGE REHABILITATION	400,334	08-17-0014	CE 1	NR		No		6/14/2019	MS CR V3	NR	*	NR
		E1:	/	/	/	/							*	
		E2:	/	/	/	/	0	E					*	
		RW:	/	/	/	/		1/31/2019				No	*	
		C:	FFY19	/ STPL	/	400,334	/	280,234					*	
		REMARKS:	Kick-off meeting held 1-22-18.											
2923													*	
54	WOODRIDGE 180008000RS	FAU2588 - Janes Av 76th St to Center Dr RESURFACING	501,434	08-17-0004	CE 1	NR		No		4/26/2019	MS CR Chastain	NR	*	NR
		E1:	/	/	/	/							*	
		E2:	/	/	/	/	0						*	
		RW:	/	/	/	/						No	*	
		C:	FFY19	/ STPL	/	501,434	/	352,932					*	
		REMARKS:	Kick-off meeting held 5-11-18.											
2867													*	



DUPAGE MAYORS AND MANAGERS CONFERENCE

an association of municipalities representing 1,000,000 people

1220 Oak Brook Road
 Oak Brook, Illinois 60523
 (630) 571-0480
 Fax: (630) 571-0484
 www.dmmc-cog.org

Founded June 19, 1962

MEMBER MUNICIPALITIES

- Addison
- Aurora
- Bartlett
- Bensenville
- Bloomington
- Bolingbrook
- Burr Ridge
- Carol Stream
- Clarendon Hills
- Downers Grove
- Elmhurst
- Glen Ellyn
- Glendale Heights
- Hanover Park
- Hinsdale
- Itasca
- Lemont
- Lisle
- Lombard
- Naperville
- Oak Brook
- Roselle
- Schaumburg
- Villa Park
- Warrenville
- Wayne
- West Chicago
- Westmont
- Wheaton
- Willowbrook
- Winfield
- Wood Dale
- Woodridge

Transportation Project Update Form

Date	
Municipality/Project Sponsor	
Project Location and Limits	
TIP ID Number	
IDOT Section Number(s)	
Federal Fund Source(s)	

<u>Activity</u>	<u>Estimated or Completed Date</u>
Most Recently Approved PPI Form	
Phase I Engineering Kick-Off Meeting	
Phase II Engineering Kick-Off Meeting	
Pre-Final Plans Submitted to IDOT	
Draft Local Agency Agreement (BLR 5310) for Construction and CE Submitted to IDOT	
Draft Local Agency Agreement (BLR 5310) for Construction and CE Engineering Approved and Executed by IDOT	
Local Agency Agreement Amendment (5311) for Construction Submitted to IDOT <i>(If Applicable)</i>	
Local Agency Agreement Amendment (5311) for Construction Approved and Executed by IDOT <i>(If Applicable)</i>	
Design Approval (DA) Received	
Right-of-Way Acquisition Completed and Certified	
Final Plans, Spec. & Estimates (PS&E) Submitted	
Current Target Letting	
Original Target Letting (if different then current target letting)	

*If Project was delayed from original target letting, please explain why:

Current Project Costs

Phase	Phase I	Phase II	ROW	Construction	CE
Federal					
Local					
Total					

Revised February 12, 2019

DuPage Mayors and Managers Conference

Management Monitoring Schedule

FY 2019-2024

Proposed Highway Improvement Program

Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.

Mike Sullivan, Area Programmer
(847) 705-4078
E-mail : Robert.Sullivan@illinois.gov

**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

1

REGIONAL COUNCIL: DuPage County

DATE: February 12, 2019

IDOT Web Site is www.dot.il.gov

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Summary of Changes Since Previous Meeting

Projects Targeting the March 8, 2019 Letting:

I-290 at Emroy Ave – Bridge Deck Overlay; Bridge Joint Repair
US 20: W of Summerfield Dr to W of I-355 – Resurfacing; Pedestrian Ramps/ADA
US 34: Ivanhoe Ave to E of IL 83 – Resurfacing; Pedestrian Ramps/ADA
IL 19: Baker Dr to IL 83 – Crack and Joint Sealing
IL 38 (Frontage Rd) over Salt Creek 0.5 Mi E of IL 83 – Bridge Deck Overlay; Bridge Joint Repair
IL 38 over Salt Creek – Bridge Deck Overlay; Bridge Joint Repair
IL 56: Naperville Rd to IL 53 – Resurfacing; Pedestrian Ramps/ADA; Traffic Signal Modernization
IL 64: Villa Ave to Cook Co Line – Resurfacing; Pedestrian Ramps/ADA
IL 83 over US 34 and BNSF RR – Bridge Deck Overlay; Bridge Joint Repair

Projects Targeting the April 26, 2019 Letting:

US 34 over St Joseph Creek 0.3 Mi S of IL 53 – Bridge Deck Overlay
IL 53: 0.1 Mi S of I-88 to 59th St – Resurfacing; Pedestrian Ramps/ADA
IL 56: Finley Rd to 22nd St & Ramps at Highland Ave – Resurfacing; Pedestrian Ramps/ADA
IL 56 at Highland Ave – Bridge Repair

Projects Under Construction:

I-290 over Salt Creek – Superstructure Replacement
IL 38: Summit Ave to IL 83 – Traffic Signal Installation; Channelization; Resurfacing; Pedestrian Ramps/ADA
IL 38: Finley Rd to Villa Ave – Resurfacing; Pedestrian Ramps/ADA
IL 38: Villa Ave to Cook Co Line – Resurfacing; Pedestrian Ramps/ADA
IL 59 at Stearns Rd – Intersection Reconstruction; ADA Improvements
IL 64: Gary Ave to IL 53 (Rohling Rd) – Resurfacing; Pedestrian Ramps/ADA

Projects Complete:

IL 19 over Salt Creek 0.3 Mi W of Wooddale Rd – Bridge Deck Overlay
IL 38: E of Pierce Ave to E of Nicoll Way – Resurfacing; Pedestrian Ramps/ADA

- **Entries in bold print indicate updates made since the last Transportation Technical Committee Meeting.**
- **Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.**

**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
I-55: Weber Rd to Willow Springs Rd	Crack and Joint Sealing	6,000 NHPP	PS & E	No	1 st Qtr CY21	MYP	1-78762-0400
I-55, I-90, I-94 Various Ramps	Ramp Modifications (Ramp Metering)	3,520 CMAQ	PS & E	No	4 th Qtr CY23	MYP	1-79744-0000
I-55 over Lemont Rd	Bridge Replacement	11,000 NHPP	11/21/16	No	3 rd Qtr CY19	MYP	1-70250-0000 Woodridge
I-55 at Clarendon Hills Rd	Bridge Rehabilitation; Bridge Superstructure	2,000 NHPP	E12/31/18	TBD	3 rd Qtr CY22	MYP	1-79405-0000
I-55 over stream 0.9 Mi E of Cass Ave	Culvert Repair	465 NHPP	11/21/16	No	1 st Qtr CY23	MYP	1-79123-0000
I-55 over Madison St	Bridge Sub-structure; Deck Overlay; Joint Repair	1,250 NHPP	11/21/16	No	2 nd Qtr CY19	MYP	1-79333-0000 Woodridge
I-290 over Salt Creek	Superstructure Replacement	14,500 NHPP	12/17/13	No	Under construction through 12/31/19 Contract: 62C24	2018	1-77942-0000 Addison
I-290 at Emroy Ave	Bridge Deck Overlay; Bridge Joint Repair	470 NHPP	8/26/2014	No	Tentatively scheduled for March 8, 2019 Letting	2019	1-78392-0000 Elmhurst
US 20 at Gary Ave	Traffic Sig Mod; Channelization; Signing	2,930 HSIP	12/28/17	Yes	2 nd Qtr CY20	MYP	1-79212-0000 Hanover Park
US 20: W of Summerfield Dr to W of I-355	Resurfacing; Pedestrian Ramps/ADA	1,300 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-79521-0000 Roselle, Bloomingdale, Addison

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
US 20: N of Maple Ct to S of Cardinal St	Resurfacing; Pedestrian Ramps/ADA	620 STP-U	PS & E	No	2 nd Qtr CY20	MYP	1-79522-0000 Addison
US 34: Kane Co Line to Village Green Dr	Resurfacing; Pedestrian Ramps/ADA	1,600 NHPP	PS & E	No	1 st Qtr CY21	MYP	1-79828-0000 Aurora
US 34: Frontenac St to Shandrew Dr	Resurfacing; Pedestrian Ramps/ADA	1,765 NHPP	PS & E	No	3 rd Qtr CY21	MYP	1-78951-0000 Naperville, Aurora
US 34 at Rickert Dr	Intersection Improvements	1,500 HSIP	E6/30/19	TBD	2 nd Qtr CY21	MYP	1-79887-0000 Naperville
US 34 over St Joseph Creek 0.3 Mi S of IL 53	Bridge Deck Overlay	240 NHPP	PS & E	No	Tentatively scheduled for April 26, 2019 Letting	2019	1-78347-0000 Lisle
US 34: Ivanhoe Ave to E of IL 83	Resurfacing; Pedestrian Ramps/ADA	5,890 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-79523-0000 Lisle, Downers Grove, Westmont, Clarendon Hills, Hinsdale
IL 19: 0.3 Mi W of Mitchell Blvd to Baker Dr	Resurfacing; Pedestrian Ramps/ADA	2,890 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79480-0000 Schaumburg, Roselle, Itasca
IL 19: Baker Dr to IL 83	Crack and Joint Sealing	250 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	2019	1-78530-0100 Bensenville, Itasca, Wood Dale
IL 38: E of Technology Blvd to Winfield Rd	Resurfacing; Pedestrian Ramps/ADA	4,266 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79830-0000 West Chicago

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

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REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 38 at Winfield Rd	Intersection Reconstruction	6,000 NHPP	04/09/08	Yes	2 nd Qtr CY20	MYP	1-76924-0100 Winfield
IL 38: Winfield Rd to County Farm Rd	Widening; Resurfacing	2,000 NHPP	PS & E	Yes	2 nd Qtr CY20	MYP	1-79707-0000 Wheaton, Winfield
IL 38 at County Farm Rd	Intersection Improvement; Bridge Replacement	6,950 NHPP	12/09/11	Yes	2 nd Qtr CY20	MYP	1-77096-0000 Wheaton, Winfield
IL 38: County Farm Rd to Pierce Ave	Resurfacing	577 NHPP	PS & E	No	2 nd Qtr CY20	MYP	1-77096-0000 Wheaton, Winfield
IL 38: Summit Ave to IL 83	Traffic Signal Installation; Channelization; Resurfacing; Pedestrian Ramps/ADA	2,425 HSIP	9/30/13	Yes	Under construction through 4/1/2019 Contract: 60X87	2017	1-78571-0000 Villa Park, Oakbrook Terrace
IL 38: Finley Rd to Villa Ave	Resurfacing; Pedestrian Ramps/ADA	2,093 NHPP	PS & E	No	Under construction through 5/10/19 Contract: 62C67	2018	1-79482-0000 Lombard. Villa Park, Oakbrook Terrace
IL 38: Villa Ave to Cook Co Line	Resurfacing; Pedestrian Ramps/ADA	4,186 NHPP	PS & E	No	Under construction through 10/31/19 Contract: 62D16	2018	1-79482-1000 Villa Park, Oakbrook Terrace, Elmhurst
IL 38 (Frontage Rd) over Salt Creek 0.5 Mi E of IL 83	Bridge Deck Overlay; Bridge Joint Repair	430 STP-U	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-78394-0000 Elmhurst
IL 38 over Salt Creek	Bridge Deck Overlay; Bridge Joint Repair	1,200 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-79984-0000 Elmhurst

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

5

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 53: Sidney Ave to St. Charles Rd	Resurfacing; Pedestrian Ramps/ADA	850 NHPP	PS & E	No	2 nd Qtr CY19	MYP	1-79483-0000 Addison, Lombard
IL 53: St. Charles Rd to Bryant Ave	Resurfacing; Pedestrian Ramps/ADA	2,465 NHPP	PS & E	No	1 st Qtr CY22	MYP	1-79782-0000 Lombard, Glen Ellyn
IL 53: Bryant Ave to S of Pershing Ave	Resurfacing; Pedestrian Ramps/ADA	485 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79315-0000 Glen Ellyn
IL 53: S of Pershing Ave to N of Warrenville Rd	Resurfacing; Pedestrian Ramps/ADA	3,720 NHPP	PS & E	No	1 st Qtr CY21	MYP	1-79838-0000 Glen Ellyn, Downers Grove, Lisle
IL 53 over Great Western Trail 0.8 Mi S of IL 64	Bridge Replacement	4,805 NHPP	7/9/08	TBD	4 th Qtr CY21	MYP	1-79896-0000 Lombard
IL 53 at Parkview Blvd/Surrey Ln	Intersection Reconstruction	1,500 NHPP	E9/30/18	No	2 nd Qtr CY20	MYP	1-77228-0000 Glen Ellyn
IL 53: 0.1 Mi S of I-88 to 59 th St	Resurfacing; Pedestrian Ramps/ADA	2,050 NHPP	PS & E	No	Tentatively scheduled for April 26, 2019 Letting	MYP	1-78525-0000 Lisle
IL 56: Naperville Rd to IL 53	Resurfacing; Pedestrian Ramps/ADA; Traffic Signal Modernization	1,901 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	2019	1-78524-0000 Wheaton

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

6

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 56: W of IL 53 to W of I-355 and at IL 53	Intersection Reconstruction; Bridge Rehabilitation; Reconstruction; Noise Barriers; Retaining Wall; Additional Lanes; ADA Improvements	25,145 NHPP	9/15/14	Yes	2 nd Qtr CY20	MYP	1-76978-0000 Downers Grove
IL 56: Finley Rd to 22 nd St & Ramps at Highland Ave	Resurfacing; Pedestrian Ramps/ADA	3,200 STP-U	PS & E	No	Tentatively scheduled for April 26, 2019 Letting	2019	1-78522-0000 Downers Grove
IL 56 at Highland Ave	Bridge Repair	275 NHPP, STP-U	PS & E	No	Tentatively scheduled for April 26, 2019 Letting	MYP	1-79992-0000 Oak Brook Terrace, Downers Grove
IL 59 at Stearns Rd	Intersection Reconstruction; ADA Improvements	4,386 CMAQ	12/01/14	Yes	Under construction through 7/1/19 Contract: 62A99	2017	1-78852-0000 Bartlett
IL 59 at Army Trail Rd	Intersection Reconstruction; ADA Improvements	3,340 HSIP	5/24/17	Yes	2nd Qtr CY19	MYP	1-79211-0000 Bartlett
IL 59: IL 64 to IL 38	Resurfacing; Pedestrian Ramps/ADA	3,765 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79787-0000 West Chicago
IL 59 at James Ave and at Joliet St	Traffic Signal Modernization; Intersection Improvement	1,000 HSIP	E12/31/17	Yes	1 st Qtr CY20	MYP	1-79740-0000 West Chicago
IL 59: Forest Ave to Glen Ave	Retaining Wall	200 NHPP	PS & E	No	2 nd Qtr CY21	MYP	1-79968-0000

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 59: IL 38 to Batavia Rd	Resurfacing; Pedestrian Ramps/ADA	2,395 NHPP	PS & E	No	1sr Qtr CY20	MYP	1-79789-0000 West Chicago, Warrenville
IL 59 at Gary's Mill Rd	Traffic Signal Installation; Channelization	750 HSIP	E3/31/19	No	1 st Qtr CY23	MYP	1-79652-0000 West Chicago
IL 59: McCoy Dr to Will Co Line	Resurfacing; Pedestrian Ramps/ADA	2,395 NHPP	PS & E	No	4 th Qtr CY19	MYP	1-79874-0000 Naperville
IL 59: S of White Eagle Dr to English Rows Ave	Resurfacing; Pedestrian Ramps/ADA	2,000 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79504-0000 Naperville
IL 64: IL 59 to Gary Ave	Resurfacing; Pedestrian Ramps/ADA	5,220 NHPP	PS & E	No	1 st Qtr CY20	MYP	1-79313-0000 West Chicago, Carol Stream
IL 64: Gary Ave to IL 53 (Rohlwing Rd)	Resurfacing; Pedestrian Ramps/ADA	7,172 NHPP	PS & E	No	Awarded 12/6/18 to R. W. Dunteman Co., for \$6,955,643.74 Contract: 62F57	2019	1-78545-0000 Glendale Heights, Carol Stream
IL 64: Villa Ave to Cook Co Line	Resurfacing; Pedestrian Ramps/ADA	2,601 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-79791-0000 Villa Park, Elmhurst
IL 83: Third Ave to IL 171	Traffic Signal Modernization; Safety Improvements	1,801 HSIP	PS & E	No	2 nd Qtr CY19	MYP	1-80177-0000
IL 83 over Ditch (SB IL 83 at WB IL 38 ramp)	Culvert Replacement	800 NHPP	E12/31/18	No	2 nd Qtr CY20	MYP	1-78892-0000 Oakbrook Terrace

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**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

8

REGIONAL COUNCIL: DuPage County

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 83 at I-88	Bridge Deck Overlay; Bridge Joint Repair	1,800 NHPP	TBD	TBD	1 st Qtr CY23	MYP	1-88882-0000 Oak Brook
IL 83 over US 34 and BNSF RR	Bridge Deck Overlay; Bridge Joint Repair	2,048 NHPP	PS & E	No	Tentatively scheduled for March 8, 2019 Letting	MYP	1-79356-0000 Hinsdale
IL 83 over Ditch 0.6 Mi E of 91 st St	Culvert Replacement	250 NHPP	E12/31/18	No	1 st Qtr CY21	MYP	1-79124-0000
IL 83 at Bluff Rd	Traffic Signal Modernization	600 HSIP	E12/31/19	TBD	1 st Qtr CY22	MYP	1-80111-0000
Gary's Mill Rd: IL 59 to IL 38	Resurfacing; Pedestrian Ramps/ADA	305 STP-U	PS & E	No	2 nd Qtr CY22	MYP	1-79478-0000 West Chicago
22 nd St: W of IL 83 to I- 294	Resurfacing; Pedestrian Ramps/ADA	2,430 STP-U	PS & E	No	1 st Qtr CY21	MYP	1-79477-0000 Oakbrook Terrace, Oakbrook
I-55 S Frontage Rd: Lemont Rd to Cass Ave	Resurfacing; Pedestrian Ramps/ADA	1,125 STP-U	PS & E	No	1 st Qtr CY23	MYP	1-79535-0000 Woodridge, Darien
I-55 N Frontage Rd (Joliet Rd): IL 83 to S Elm St	Resurfacing; Pedestrian Ramps/ADA	775 STP-U	PS & E	No	2 nd Qtr CY19	MYP	1-78542-0000 Willowbrook
IL 56 N Frontage Rd: Bob-O-Link Rd to Briarcliff Rd	Resurfacing; Pedestrian Ramps/ADA	70 STP-U	PS & E	No	2 nd Qtr CY20	MYP	1-79520-0000 Downers Grove
York Rd: N of Brush Hill Rd to I-88 Frontage Rd	Resurfacing; Pedestrian Ramps/ADA	305 ST-U	PS & E	No	2 nd Qtr CY21	MYP	1-79829-0000 Elmhurst, Oak Brook

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Pace announces new Executive Director

At the Pace Board of Director's meeting Wednesday, February 13, 2019, the Board voted and appointed Rocco Donahue as the Executive Director of Pace, effective Friday, March 1, 2019.

I-55 BoS Public Hearing

Pace held two public hearings to receive comment on proposed changes to our I-55 Bus on Shoulder service (BoS).

A total of 28 people attended to provide comment in person. In addition to the comments received from attendees at the hearing, Pace received approximately 40 comments in writing.

Majority of comments received, prior to the hearing, were looking for clarification on the proposal, along with concerns with overcrowding. Comments received at the hearing mostly centered on concerns with overcrowding, lighting and clearing of snow at certain Park-n-Ride locations, and requests for added service/extending hours.

Date and location for each hearing is listed below

Monday, February 11, 2019
5:00 p.m. – 7:00 p.m.
Bolingbrook Village Hall
Board Room
375 W. Briarcliff Road
Bolingbrook, IL 60440

Tuesday, February 12, 2019
5:45 p.m. – 6:45 p.m.
Seat Geek Stadium (Formerly Toyota Park)
Media Room – 1st Floor
7000 Harlem Avenue
Bridgeview, IL 60455

Under this proposal:

- Discontinuation of Route 856 Toyota Park-East Loop Express
- Additional morning trip from Plainfield on Route 755
- Additional morning trip on Route 850 from Bolingbrook
- Removal of Route 850/851/855 service from Old Chicago Park-n-Ride
- Two new morning and two new afternoon rush hour trips on Route 855 would operate between the Burr Ridge Park-n-Ride and the East Loop via the Bridgeview Transit Center (formerly the Toyota Park Transit Center).

Note: All current trips on Route 855 leaving from Burr Ridge will continue to provide direct service to downtown Chicago (East Loop).

Also, as part of this proposal, minor adjustments would occur on most of the combination trips on Routes 850, 851 and 855.

Chris Rose

Community Relations Representative

Pace Suburban Bus

550 W. Algonquin Rd.

Arlington Heights IL, 60005

Phone: 847.863.6108

Email: Christine.Rose@PaceBus.com

Program Status Updates

- **Congestion Mitigation and Air Quality (CMAQ)**

So far in FFY 2019, the region has obligated \$51.5 million (34%) of the \$153 million goal.

Projects requiring cost, schedule or scope changes for the August or September lettings should submit requests no later than March 28, 2019 for consideration at the April 11, 2019 Project Selection Committee meeting.

The FFY 2020-2024 CMAQ program and FFY 2020-2022 TAP-Local program [call for projects](#) is open – applications are due for planning liaison review by March 1, 2019.

Staff Contact: [Jen Maddux](#) (321-386-8691)

- **Surface Transportation Program – Local (STP-L)**

The region has obligated \$45.3M thus far in FFY 19. Current projections are that FFY 19 should see an increase in obligations over FFY 18, which was a record year (Suburbs obligated \$113M).

CMAP has been in frequent communication with IDOT to discuss the region's needs so that the resources to program projects and see them through to a letting are made available. At this time projects that have a target letting prior to July 1 are being programmed in FFY 19 in the TIP, along with engineering and ROW phases targeting FFY 19. Given the size and complexity associated with the program of projects targeting FFY 19, coordination efforts between the PLs, IDOT, and CMAP are critical. Project sponsors/consultants need to immediately notify the Planning Liaison of any changes to the status of an STP funded project, particularly if there is a cost or target letting change.

Staff Contact: [Russell Pietrowiak](#) (312-386-8798)

- **STP Project Selection Committee**

The next meeting of the STP PSC is scheduled for March 28th. (The February meeting was canceled.)

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Calls for Projects

- **FFY 2020-2024 Surface Transportation Program (STP) Shared Fund, FFY 2020-2024 Congestion Mitigation and Air Quality Improvement Program (CMAQ), and FFY 2020-2022 locally programmed Transportation Alternatives Program (TAP-L)**

From January 15 to March 15, CMAP is holding a call for projects for the regional [Surface Transportation Program](#) (STP) Shared Fund, [Congestion Mitigation and Air Quality Improvement Program](#) (CMAQ), and locally programmed [Transportation Alternatives Program](#) (TAP-L). These federal programs fund surface transportation

projects that improve transit and bicycle facilities, freight and traffic movement, and safety; fix bridges; reconstruct roads; and invest in alternative fuel vehicles and equipment in support of the three [principles](#) of ON TO 2050. Learn more about the call for projects at <https://cmap.is/2019callforprojects>.

- **Recreational Trails Program (RTP), Off-Highway Vehicle (OHV), and Illinois Bicycle Path Grant Programs**

The Illinois Department of Natural Resources (IDNR) is now accepting applications for RTP, OHV, and Illinois Bicycle Path Program through March 14, 2019. For more information consult the IDNR website at www.dnr.illinois.gov for more information or call the IDNR Grants main line at (217) 782-7481.

The Recreational Trails Program (RTP) is a reimbursement grant program that provides 80 percent of project funding with a required 20 percent local match. The funds can be used to assist government agencies and trail groups in the rehabilitation, development, maintenance, and acquisition of recreational trails and related facilities.

The primary purpose of the Off-Highway Vehicle Recreational Trails Program (OHV) is to provide financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for OHV parks, trails and trail side facilities that are open and accessible to the public in Illinois, and to restore areas damaged by unauthorized OHV use.

The Illinois Bicycle Path Grant Program (Bike Path) provides financial assistance to eligible local units of government to assist them with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities.

- **APA-IL Call for Projects**

The American Planning Association - Illinois Chapter (APA-IL) is relaunching its Pro Bono Planning Services Program and is accepting [applications](#) from municipalities, neighborhood associations, nonprofits, and community organizations seeking assistance with planning projects. Applications are due March 29, 2019.

Legislative Updates

- On February 13, the CMAP Board approved the [2019 Legislative Framework](#), [State Legislative Agenda](#), and [Federal Agenda](#). These documents will be used to guide the agency as it works with federal and state partners to implement ON TO 2050.



Federally Funded: Yes No Amendment/Supplement: # for _____ FY _____ Cost Increase: \$ _____

Funding Type(s)

Table with 4 columns: Fund, Percent, Fund, Percent

TIP ID Number: _____ ITEP Number: _____ HPP Bill Number: _____ SRTS Number: _____

Project Location(s)

Table with 7 columns: Key Route Designation, Functional Classification, Street Name, Project Length: (miles), from/at, Station 0.00, to, Station 0.00

Transportation Asset Management Plan (TAMP) Information - Bridge Information

Table with 6 columns: Bridge Improvement Type, Facility Carried, Facility Crossed, Station 0.00, BCC, Existing Structure #, Proposed Structure

Work Type Classification Codes

Table with 4 columns: Program Classification Codes (PCL), Maintenance Type for PCL J18 & J23, Fund Type Code(s), Improvement Type(s)

Detailed Project Description: _____

County: Kane Lake Cook DuPage McHenry Will Regional Council Various _____

Federal Congressional District(s): _____ Illinois Representative District(s): _____ GATA Registration _____

Local Agency: _____ Local Agency TIN _____ DUNS #: _____ SAM Cage Code #: _____

MFT Section Number: _____ Design Approval Date: _____ Construction Contract No.: _____

Estimate of Const. Cost: _____ Target Letting Date: _____ State Let: Local Let:

Non-Participating Cost: _____ Non-Participating Items: _____

Project Funding Table

Table with 8 columns: State Job Number, Federal Project Number, Federal Fiscal Year, State Fiscal Year, Est. Total Cost, Federal Participation, Local Participation, State Participation

Maintenance / Jurisdiction Information

Construction only - Check box for all that apply

Work on IDOT Right of Way Yes No

If 'Yes' select Type of work on IDOT or other LPA ROW

Emergency Vehicle Preemption (EVP)	<input type="checkbox"/>			
Traffic Signal	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/> combination poles
Street Lights	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/> ornamental
Sidewalks	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/> decorative
Bike Path	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/> decorative
Retaining wall	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/> decorative
Other	<input type="checkbox"/>	<input type="checkbox"/> New	<input type="checkbox"/> modification	<input type="checkbox"/>

Railroad Agreement Yes No Intergovernmental Agreement Yes No

Contact / General Information

IDOT MFT Engineer: _____ Subregional Council: _____
 Bridge Project PM: _____ Bridge PM Email: _____
 Program Administrator: _____ Administrator Email: _____
 Local Agency Official: _____ Title: _____ Local Agency Phone: _____
 Local Agency Email: _____ Local Agency Address: _____
 Local Agency Project Contact: _____
 Consultant Company Name: _____ Phase: _____ IDOT Design Engineer: _____
 Consultant Company TIN: _____ Consultant Contact Person: _____
 Consultant Contact Email: _____ Consultant Phone Number: _____

Division of Cost

Fund Type	Phase	Federal Participation \$	LPA required match \$	State Participation \$

Date Submitted:	Date Revised	Date Completed:
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Comments:

Project Program Information Form Instructions

The Project Program Information Form has been created using text, check-box, and drop-down form fields allowing the use of the Tab key to move to areas intended for completion. To launch a Website directly from this page, press and hold the Ctrl Key and left click on the site.

PPI Format Rules:

- No punctuation
 - Always abbreviate with Rd for Road, St for Street, Ave for Avenue, Ln for Lane, Dr for Drive
 - Miles should be just Mi – don't spell it out
 - Abbreviate direction designations as N, S, E, W, NW, NE, SW, SE, etc.
 - Don't add "over" to the Over field for Creeks, Rivers and such
 - Round to the tenths (i.e. "1.75 Miles NorthEast of Havana" should be "1.8 Mi NE of Havana")
 - Only reference I (Interstate) US or ILL (i.e. US 24/ILL 94, I 29)
 - Location descriptions should be entered in the directions of west to east and north to south (Stationing is normally in this direction)
 - Road names such as 400 E should include the Rd also (400 E Rd)
1. When the form is opened, your cursor should appear in the first available field next to the category **Federally Funded Check Box**. Please indicate whether the project is funded, in whole or in part, with Federal Funds by selecting the appropriate box.
 2. Once the appropriate check box has been selected, you may tab to the **Amendment/Supplement** category. Proceed to select the Amendment or Supplement Number to the existing Agreement. Once selected you may tab to the next available field and select the type of Agreement from the list of Drop-Down options, e.g., PE Ph 1, PE Ph 2, ROW, CON, CE or CON&CE. Tab to the next field and select the State Fiscal Year for the Amendment/Supplement. Tab to the next field and input the project cost increase.
 3. Proceed to **Funding Type(s)**. Under this category, you will indicate the Fund(s) to be used as well as the allocated Percent(s) for each fund type. For further fund type information, please visit the following Website: <http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-guides-&-handbooks/highways/local-roads-and-streets/local%20programming%20matrix.pdf> or contact your Planning Liaison visit the following Website for contact in <http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors/subregional-councils>.
 4. When the Fund Type(s) have been completed and all Percent(s) allocated, Proceed to and enter the **TIP ID Number** The 8-digit Transportation Improvement Program (TIP) ID Number may be obtained by contacting your Planning Liaison.
Be sure to also denote the **Illinois Transportation Enhancement Program (ITEP)/Safe Routes to School (SRTS) Number(s)** and/or the **High Priority Project (HPP) Earmark Bill Number** for those specific fund types.
 5. Next, Tab to **Project Length** and enter project length in miles. Continue by tabbing to the **Key Route Designation**. The code for Key Route Type & Key Route Number is found in GIS. The second field is a text field allowing you to enter the appropriate three (3) or four (4) digit number. Key route type 9, Key route number 2745.
 6. Tab to **Functional Classification** and enter the Highway Performance Monitoring System (HPMS) Functional Classification Codes: Functional Classification may be obtained by visiting the following Website <http://www.gettingaroundillinois.com/default.htm>.

Choose the Map tab

Select the "Map Type" drop down and Select "Roadway Functional Classification"

1 = Interstate

4 = Minor Arterial

7 = Local Road or Street

2 = Other Freeways and Expressways

5 = Major Collector

3 = Other Principal Arterial

6 = Minor Collector

Tab to Street Name and enter the route name; tab to Limits and type the location from – to information. Tab to input project termini and enter from/at & to. Please note: The west or north limit is listed first, followed by the south or east limit. Please provide GIS Stationing in decimal miles. GIS Stationing may be obtained by visiting the following Website <http://www.gettingaroundillinois.com/default.htm>.

Choose the Map Tab Select the “Map Type” drop down and Select “Roadway Functional Classification” scroll to the bottom of the Roadway Functional Class Legend and check the box for “IDOT Key Route” from there locate the marked route on the map. Click on the section for the improvement a road detail box will appear with Stationing and Key Route information.

The next section includes required Transportation Asset Management Plan (TAMP) Information

7. If this project includes a bridge structure, please provide the corresponding **Bridge Improvement Type & Maintenance Type for Bridge Improvement; Facility Carried & Crossing; Bridge Station; Bridge Category Code & Existing and Proposed Bridge Structure Number(s)** in the area provided. Later in this form we will request that you provide the Bridge Program Manager and Bridge PM Email contact information responsible for the specified structure(s).

Bridge Category Codes

BCC	Description
1	New
2	Replacement
3	Rehabilitation
4	Repair
5	Other Bridge Work

8. Tab to **Work Type Classification Codes** and input **Program Classification Code (PCL) & Maintenance Type for PCL J18 & J23** for main scope of work for the project. Visit the IDOT Website D1 Forms for Local Roads PCL Definitions for Program Classification Code.
9. Tab and select up to 6 **Fund Type Code(s) & Improvement Type(s)**. Visit the IDOT Website D1 Forms for WMFT Improvement Types / Definitions for fund code & Improvement types.
10. Tab to **Detailed Project Description** and input project description
11. Next to **County**, indicate the appropriate county for this project and Tab to the **Regional Council** select from the list of Drop-Down options tab to **Congressional District(s) & Representative District(s)** may be obtained by visiting the following Website http://www.ilhousedems.com/redistricting/?page_id=554
12. Tab to enter 6 digit **GATU Registration #**
13. Tab to **Local Agency** and indicate the lead agency for this project. Next Tab to **Local Agency TIN #** and indicate the TIN # for the lead agency, Tab to enter **DUNS #**, Tab to enter **SAM Cage Code #**
14. Proceed to and enter the **MFT Section Number**, which may be obtained by contacting your IDOT MFT Engineer. Tab to **Design Approval Date when available**. Tab to **Construction Contract No.** assigned in Phase II after final Plans, Specification & Estimated is submitted, updated form should be processed when Contract Number is assigned.
15. Proceed to **Estimate of Construction Cost** and enter only the estimated cost for construction in this field. Tab to **Target Letting Date** and enter a date from the Letting Schedule. Note that Design Approval Date is needed prior to submission of the construction agreement. Tab to select **State Let** or **Local Let**. If the project is scheduled for a local agency letting please denote Local Let and the estimated month and year for the letting.
16. Proceed to **Non-Participating Cost** and enter the non-participating costs. Tab to **Non- Participating Items** and enter the non-participating items.
17. Under **Project Funding Table**, select the appropriate check box next to the phase where Federal or State Funds will be utilized. Please be sure to include the estimated cost for all phases of the project along with the anticipated Federal, State and other participation. **State Fiscal Year** is July 1 – June 30. **Federal Fiscal Year** is October 1 – September 30.

18. Please note that **State Job Numbers & Federal Project Numbers** are assigned by the District. Select the check box next to the letter P; for the Design Phase, you would select D; for Right-of- Way / Land Acquisition, you would select R; and for the Construction Phase, you would select C. **State Job Numbers** are required for all projects; **Federal Project Numbers** are only required for those projects utilizing Federal Funds. For example, if Federal or State Funds will be utilized for the Preliminary Engineering Phase (Study), Please utilize any State Job and/or Federal Project Numbers that have been previously assigned.
19. Proceed with selecting **Multi-Phase Agreement**. Once selected you may tab to the next available field and select the type of Agreement either **Bi-Phase** to indicate combining Phase I & II Engineering or **Tri-Phase** to indicate combining Phase I & II Engineering and Construction. Projects requesting consideration for **Multi-Phase Agreement** will require eligible project type approval by the fund administrator and IDOT.
20. The **Maintenance / Jurisdiction Information** section addresses work on IDOT Railroad or other LPA Rights of Way. Be sure to check all the boxes that apply.
 Tab to Emergency Vehicle Preemption (EVP) select yes or no for EVP on State owned Traffic Signals, Tab to Traffic Signal select New, modification or combination poles for the type of Traffic Signals included in the improvement. Tab to Street Lights select New, modification or ornamental for the type of lighting included in the improvement. Tab through Sidewalks, Bike Path, Retaining wall, select New, modification or decorative. Tab to Other enter other project appurtenances, signs ect. not listed above. Continue to select New, modification or other special condition.
 Tab to Railroad Agreement select Yes if project is within the Right of Way of railroad otherwise select 'No'. Tab to Intergovernmental Agreement select 'Yes' if project is in the jurisdiction of another Local Public Agency otherwise select 'No'.
21. Proceed with entering the contact information for the **MFT Engineer** (select from the list of Drop-Down options), **Sub regional Council** (select from the list of Drop-Down options), **Bridge Program Manager, Program Administrator, Local Agency, Consultant Company Name, Phase** (select from the list of Drop-Down options), **IDOT Design Engineer, Consultant Company TIN #, Consultant Contact Person, Consultant Contact Email** and **Consultant Phone Number**.
22. Under **Division of Cost**, complete the table for multiple Federal/State funds. Select the **Fund Type** (select from the list of Drop-Down options), **Phase** (select from the list of Drop-Down options), continue to input the **Federal Participation, LPA required match** and any **State Participation** for each phase.
23. The **Comments** field is to be used for additional information, such as to denote project funding details, project information and/or changes. For example, if there is multiple Federal or State Funding Sources the distribution should be listed, and specifically, in which phases the funds will be utilized.

Note that the form should remain locked until completed so that the text, check-box, and drop- down form fields are used as intended. However, should it be necessary to include information other than what is available you may unlock the form and proceed accordingly. In addition, should the need arise to adjust any information for the project an updated **Project Program Information Form** should be submitted and a **Revised Date** included.

We encourage electronic submission of the **Project Program Information Form**, although we will continue to accept hardcopies. An electronic copy of the form should be submitted to the following email address:
DOT.D1.BLRS@illinois.gov.

The Project Program Information (PPI) Form must be reviewed by and submitted to IDOT by the appropriate Planning Liaison for all federally funded projects (including: STATE, STP/STU, CMAQ (STA), ITEP (STE), Bridge (BRP), HPP/Demo, ARRA, ARRA Enhancement {ARE or EnRA} and SR2S) except for Township Bridge, STR and Railroad Safety programs) who will copy the sponsor upon submittal to IDOT. Visit the following Website for contact information <http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors/subregional-councils>. Sponsors must submit the PPI Form directly to IDOT for Township Bridge, STR and Railroad Safety Programs.