



Illinois Competitive Freight Program

2018 - 2022

MAASTO-MAFC

August 29, 2018





Acknowledgements



- **WSP**
- **Minnesota DOT**
- **Caltrans**
- **Illinois State Freight Advisory Committee**
- **Cook County**
- **Federal Highway Administration**

- **IDOT Project Selection Team**





Why Competitive?

- **Transparency and Objectivity**
- **Freight Plan Performance Goals**
- **Data Driven Prioritization**
- **Leverage funds from local agencies and partnerships**
- **Freight Advisory Council Input**

Not a substitute for other existing funds
Geographic distribution was a goal



Program Development

- Aggressive Schedule
- Goals
- Evaluation Criteria
- Ranking Process
- Application
- Issue call for projects
- Multi-year program





Why so Fast?

- **Unapproved Freight Plan**
 - **Internal Pressure**
 - **Partner Support**
- **No Investment Program or priority list to support internal/external TIGER/INFRA applications**
- **No obligations after freight plan deadline**
- **FY 16, 17 and 18 funds to program**



Application Cycle: Feb 16 – April 6



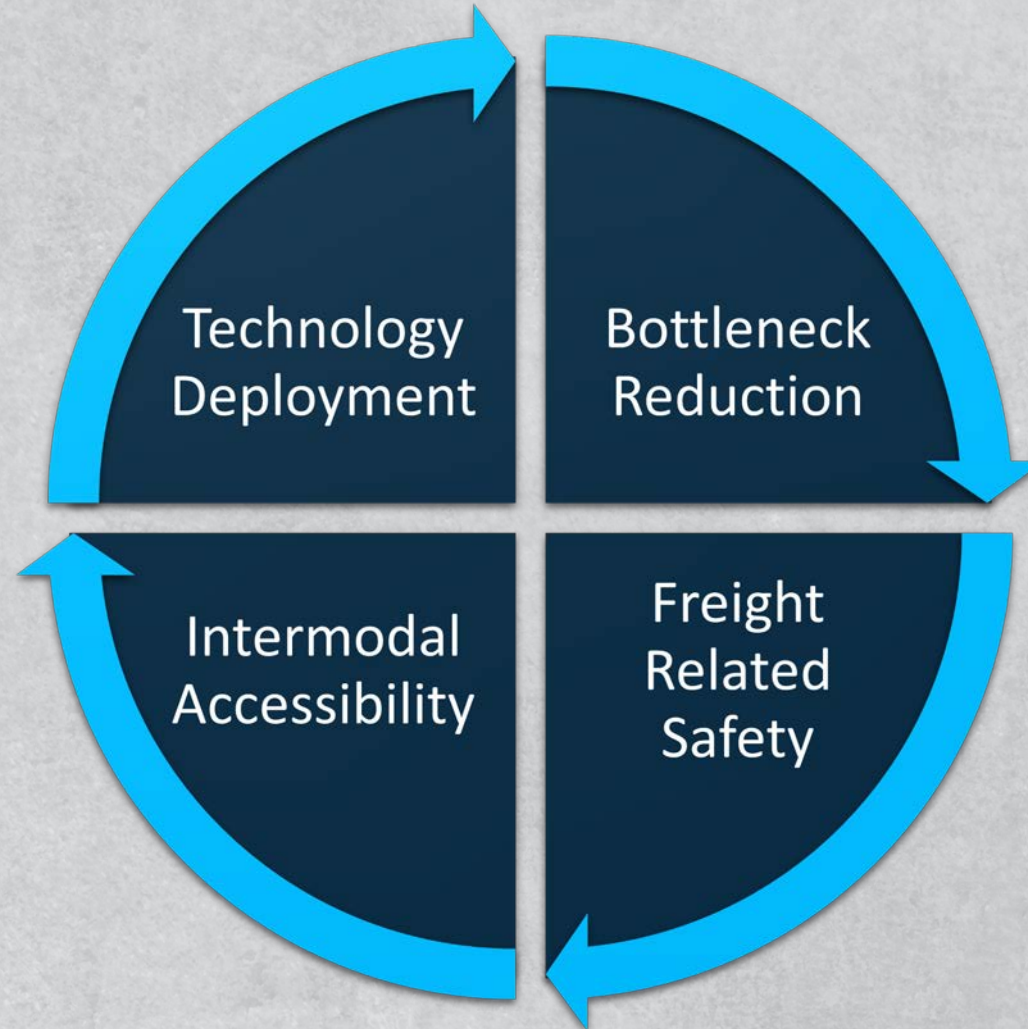
Illinois Competitive Freight Program

February 16, 2018



<http://www.idot.illinois.gov/transportation-system/transportation-management/planning/illinois-competitive-freight-program>

Freight Goals of the Program





Scoring Process addresses goal areas

Bottleneck: 50% Bottleneck

- 10% Safety Criteria
- 10% Intermodal Criteria
- 10% Technology
- 20% Cross-Cutting

Safety: 10% Bottleneck Criteria

- 50% Safety Criteria
- 10% Intermodal Criteria
- 10% Technology
- 20% Cross-Cutting

Intermodal: 10% Bottleneck

- 10% Safety Criteria
- 50% Intermodal Criteria
- 10% Technology
- 20% Cross-Cutting

Technology: 10% Bottleneck

- 10% Safety Criteria
- 10% Intermodal Criteria
- 50% Technology
- 20% Cross-Cutting



46 Applications Received

Project Categories

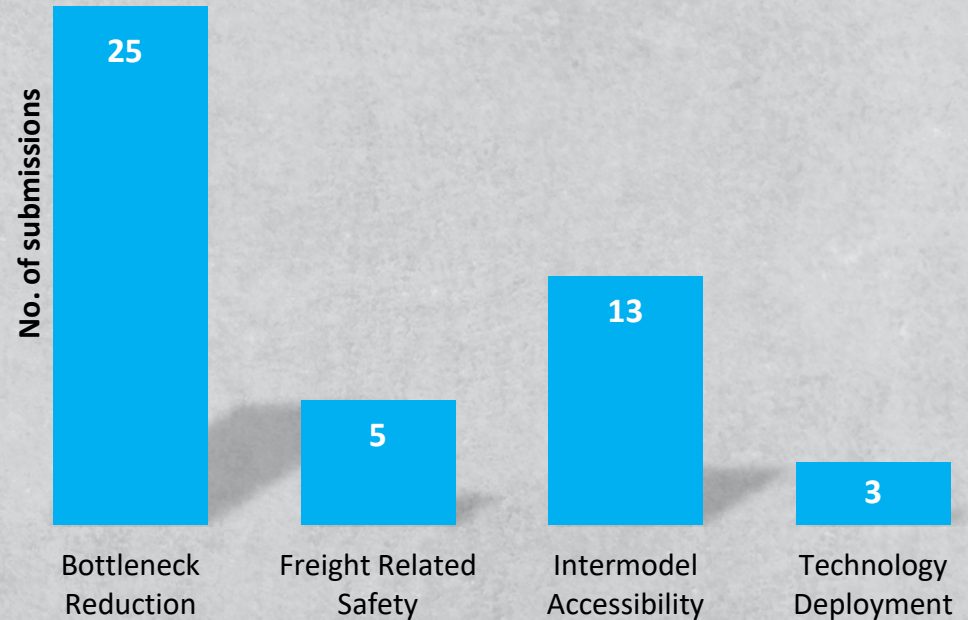
25 - Bottleneck Reduction

13 - Intermodal Accessibility

5 - Freight Related Safety

3 - Technology Deployment

Submissions by Goal Category



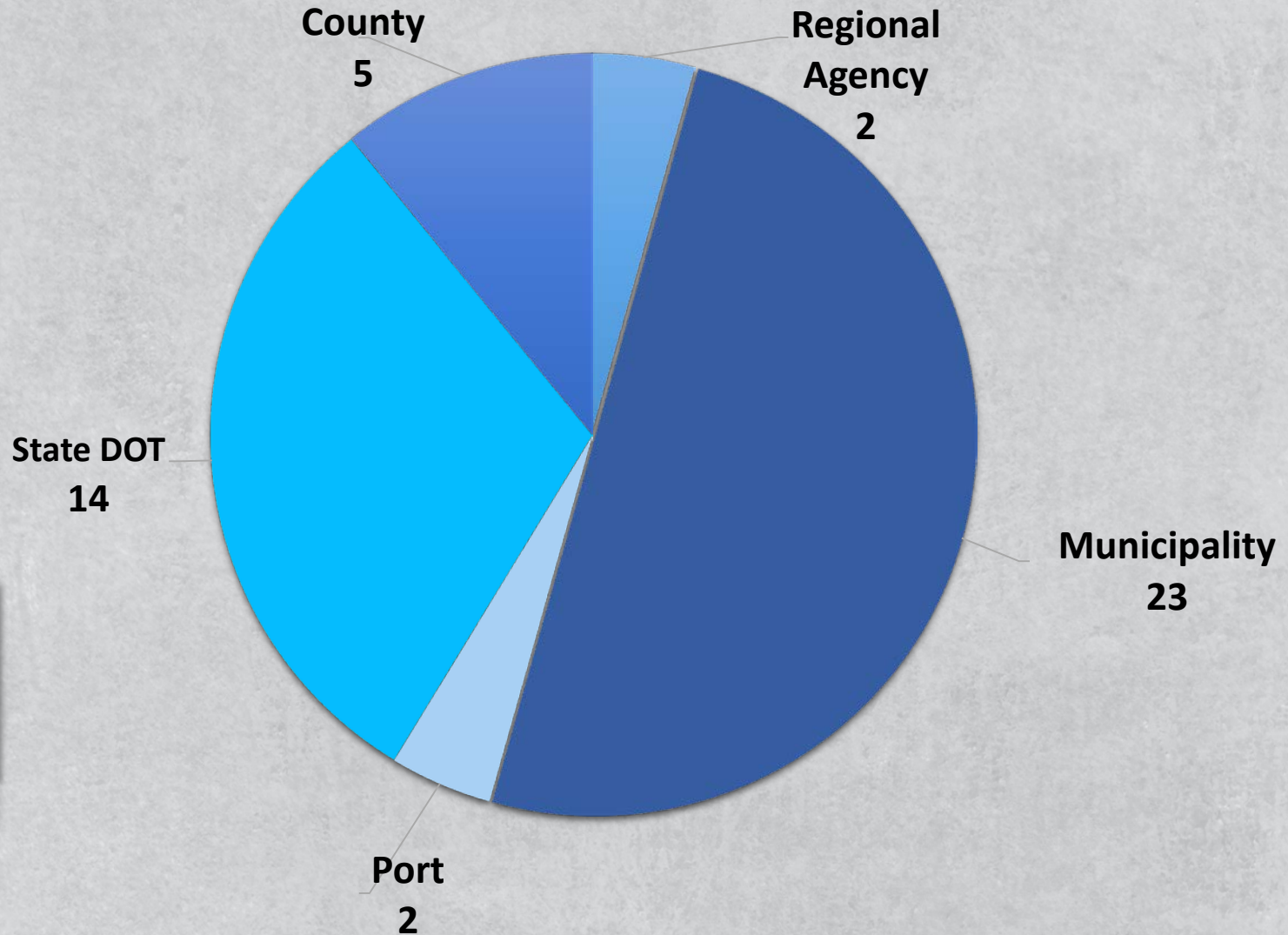
Project Types

16	ROADWAY RECONSTRUCTION AND/OR NEW CAPACITY	3	TECHNOLOGY DEPLOYMENT
5	GRADE SEPARATION	4	TRUCK PARKING
7	INTERMODAL	6	INTERCHANGE
5	PORT		



Who Applied?

70% Local!





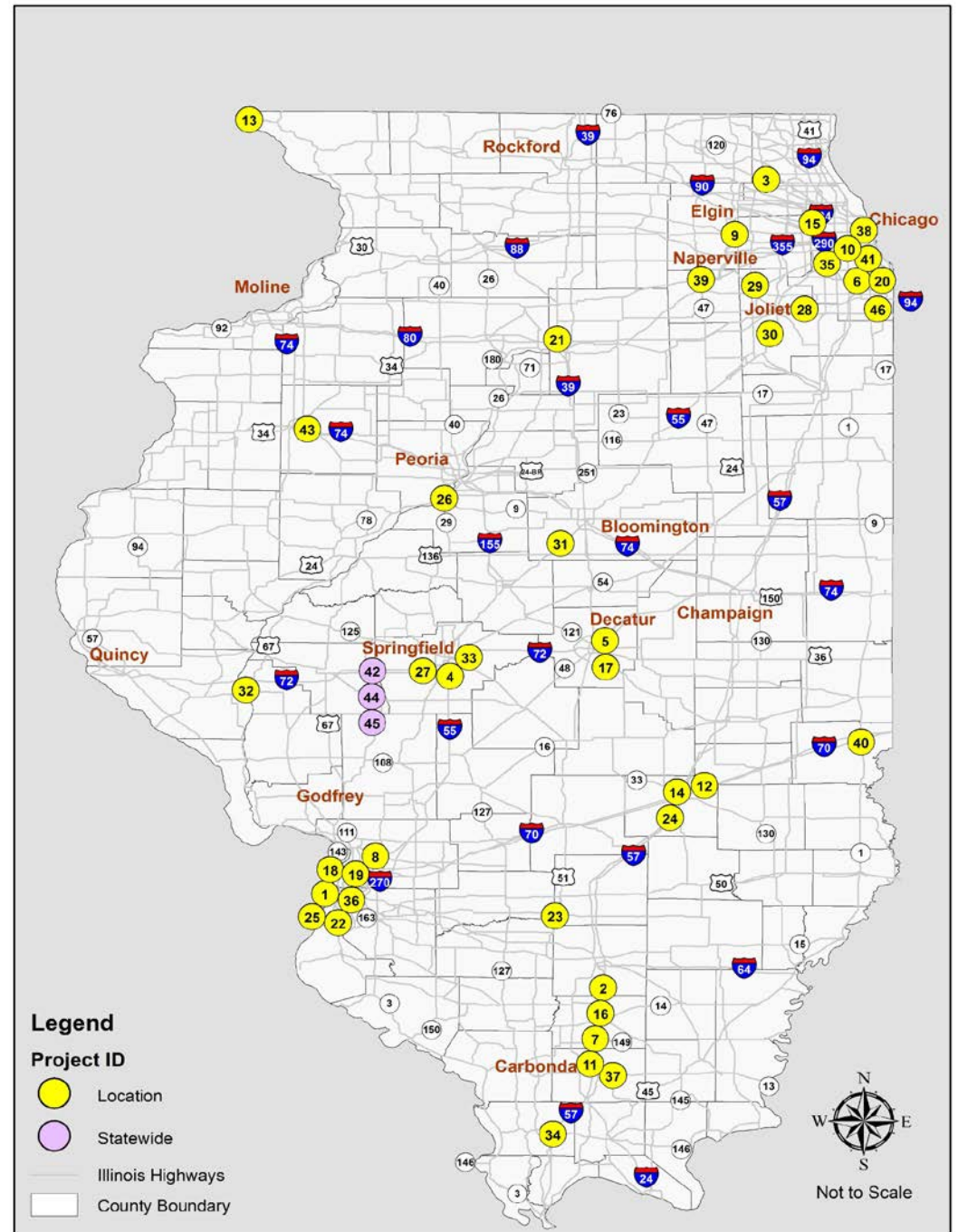
Statewide Distribution

32

**GREATER
ILLINOIS**

14

**NORTHEASTERN
ILLINOIS**



Announcement June 5





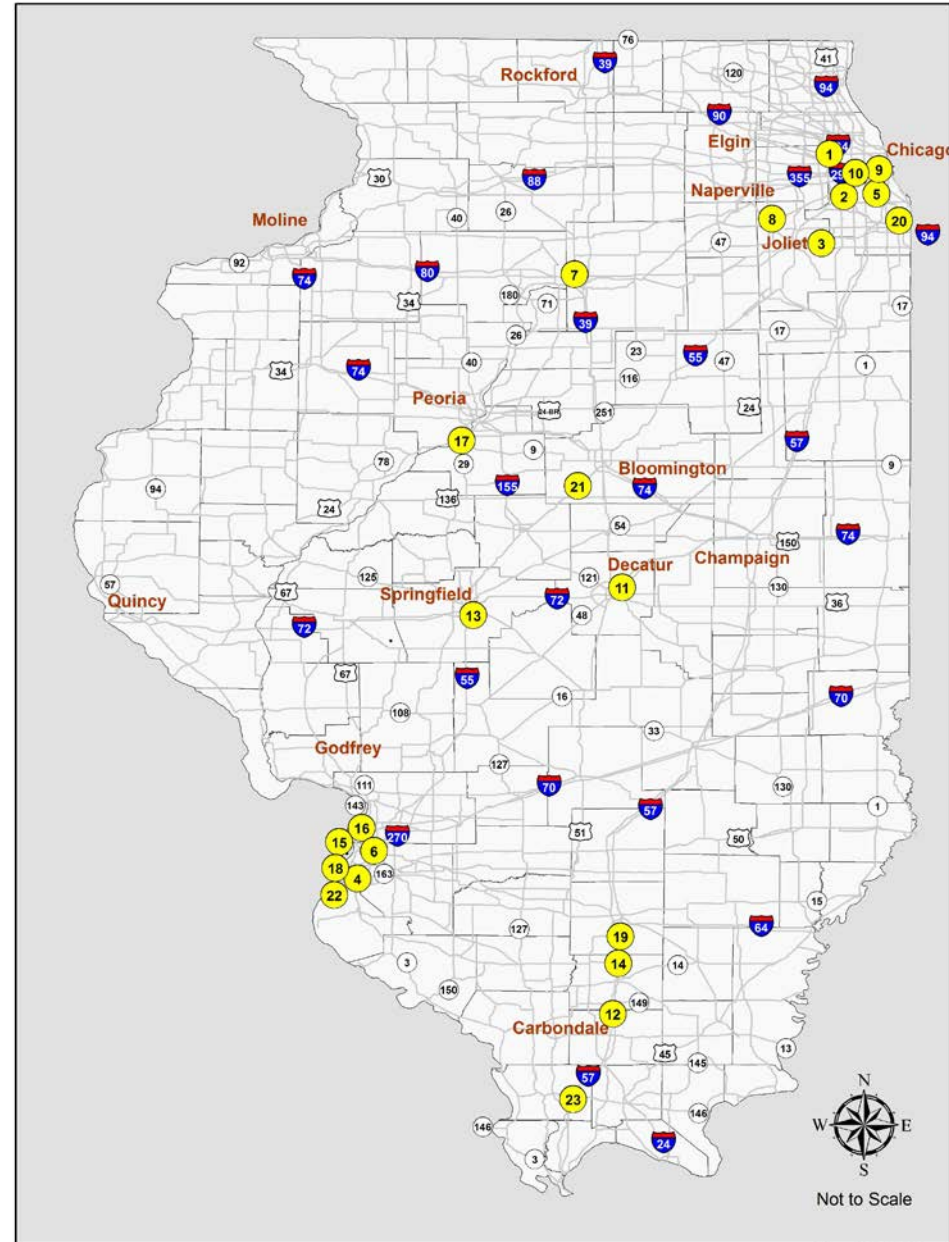
Successful Project Distribution

15

GREATER ILLINOIS

8

NORTHEASTERN ILLINOIS



May 17, 2018



Project Types

7	ROADWAY RECONSTRUCTION AND/OR NEW CAPACITY	1	TECHNOLOGY DEPLOYMENT
3	GRADE SEPARATION	2	TRUCK PARKING
2	INTERMODAL	5	INTERCHANGE
3	PORT		



Interesting Facts

- Federal Award Amount: \$245m
- Total Phase/Project Cost: \$330m – equates ~35% non-federal match
- \$17m Intermodal – port or rail
- \$2.25m private funds - not including ROW donations
- 6 State Awards (\$84m)
- 17 Local Awards (\$161m)



Program Management – Reporting

- Project status - January 1st and July 1st
 - Implementation progress
 - Performance meeting expenditure schedule
- Final Delivery Report within 1 year of project completion:
 - Before and after photo documentation
 - Final costs by component and fund type, compared to proposal
 - Actual duration compared with expenditure schedule
 - Performance outcomes and benefits from project



Lessons Learned



Difficult to evaluate:

- Rail
- Technology

Transparency is Good – led to better projects and applications

Points were tough to earn – trade off of transparency and available data

Data Driven decision making, geographic distribution, variety is good

Flexibility in Programming can add benefit



Questions?

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