



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

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MEMORANDUM

To: CMAP STP Project Selection Committee

From: CMAP Staff

Date: July 11, 2019

Re: Staff Recommended STP – Shared Fund Active and Contingency Programs

A call for projects was issued in January 2019 for the FFY 2020 – 2024 Surface Transportation Program (STP) – Shared Fund, held jointly with the Congestion Mitigation and Air Quality Improvement (CMAQ) program and Transportation Alternatives Program (TAP-L) call for projects. A total of 71 applications were received from 42 unique applicants throughout the region. Staff evaluated the applications according to the methodology contained in the [Application Booklet](#) published with the call for projects to determine preliminary scores. Applicants were then given an opportunity to review the initial scores. Final project scores were developed based on comments received from applicants. Staff utilized the final scores and the funding requests by federal fiscal year (FFY) contained in project applications to develop the staff recommended program for the committee's consideration.

This memo contains an overview of the scoring, program development process, and staff recommended program, along with links to detailed documentation, where appropriate. The committee is being asked to support staff's release of the draft program for public comment. Public comments and any recommended adjustments to the draft program will be considered by the committee at its September meeting.

Initial Scoring

Staff evaluated 101 projects, including 25 projects that were evaluated in multiple STP project categories as well as projects that were submitted for CMAQ but would also be eligible for STP. For projects evaluated in multiple categories, only the highest score was retained. Because individual project scores within each project category are calculated relative to all other projects in that category, all scores were recalculated after lower scoring versions of projects and projects that did not meet phase 1 engineering completion requirements were removed. The detailed procedures for each scoring element are contained in the [STP – Shared Fund Scoring Documentation](#) which was provided to the committee, City of Chicago staff, subregional councils of mayors' staff, and project applicants along with the [scores](#).

Comments, Adjustments, and Final Scores

Project applicants provided a significant number of comments and questions regarding the scoring. Many applicants commented that need or improvement scores were lower than expected for a particular project. Staff provided scoring details to applicants in response to these comments. Several applicants requested to have scores adjusted based on changes to project status since the call for projects closed, or requested changes to scores based on additional documents that were not included in the applications. However, no new information provided after the call for projects closed was considered.

One applicant requested reconsideration of staff's decision to not award points for the inclusion of complete streets elements in projects that removed existing elements and replaced those same elements as a part of the project. Staff agreed to this request and added these points to the applicant's projects, as well as projects meeting the same criteria from all other applicants. Three scoring errors were corrected, including adjusting the total cost of one project. [Final scores](#) reflecting these changes are available on the Call for Projects web page and with the committee's meeting materials.

Program Development

Staff began the program development process by creating a table of funding requests by federal fiscal year (FFY), arranged in rank order. Starting with the highest ranked project, staff programmed funds for each phase of the projects in the requested FFY, keeping a tally of the available funds in each FFY, moving down the list in rank order until a requested phase(s) could not be accommodated in the requested FFY(s). If the request could be accommodated in a later FFY than requested, the funds were programmed in the later year(s). Staff then verified that the applicant would prefer to have project phases programmed in later years of the Active Program rather than being placed in the Contingency Program. (Only one of the contacted applicants indicated a preference to be placed in the Contingency Program.) Furthermore, because one of the primary goals of the Shared Fund is to fill funding gaps, rather than create them, staff also skipped any project which could not be fully funded, unless construction was proposed to be completed in stages under separate contracts. Finally, projects that are being recommended by staff for funding with CMAQ or TAP-L funds were skipped.

Staff Recommended Programs

The staff recommended [Active Program](#) contains 17 projects, including 4 within the City of Chicago, 9 within suburban Cook County, and 4 within the Collar Counties. Over \$31 million is proposed to be provided to communities with the highest need (Cohort 4), including \$1,660,000 in Transportation Development Credits for three projects requesting funding for phase 1 engineering only. The overall five-year program totals \$196,650,586, utilizing 97% of the projected available funding.

Nearly a quarter of the projects recommended (4 of 17) are located in municipalities with populations of less than 10,000 and six more are in communities with populations under 50,000. The facilities selected serve over 11.8 million jobs and households combined. Nearly a quarter of the projects include facilities where more than 20% of the users are minorities below the poverty line.

All eligible project types, with the exception of Bus Speed Improvements, are included in the recommended Active Program. (Bus Speed Improvement projects are funded under CMAQ, however.) The work to be done with these projects includes phase 1 engineering for two highway-rail grade separations, and construction of one; improvements to three transit stations; two roadway extensions; and expansion or reconstruction of five highway corridors, one intersection, and one small area around a suburban Metra station.

All projects that met STP – Shared Fund eligibility criteria, including the completion of phase 1 engineering, are recommended by staff for inclusion in the [Contingency Program](#). A combined table of all projects is also available in [pdf](#) and [spreadsheet](#) formats.

Next Steps

Staff is requesting committee consideration of the staff recommendation and approval to release a draft FFY 2020 – 2024 Active Program and draft Contingency Program for public comment from July 18 through August 16, 2019. Following the public comment period, staff will present a summary of comments and any recommended changes to the draft programs for committee consideration at its September meeting. Upon approval of a final program by this committee, a TIP amendment will be prepared for CMAP Transportation Committee consideration for a recommendation for approval by the MPO Policy Committee and CMAP Board in October.

ACTION REQUESTED: Discussion and release for public comment.

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