



STP-Shared Fund: Lessons Learned

Program Goals, Rolling Focus, Phase 1 Engineering

October 31, 2019

Reaffirming goals

Use data-driven, performance-based project selection methods

**Help region/state achieve federal
performance targets and the
goals of ON TO 2050**

Provide assistance to disadvantaged communities

Leveraging and filling gaps between other fund sources

Ensure projects are obligated in a timely manner

Transparency

Review

Data-driven

Performance targets/goals

Assistance to disadvantaged

Fill funding gaps

Timely obligations

Transparency

Rolling focus

Recommended to

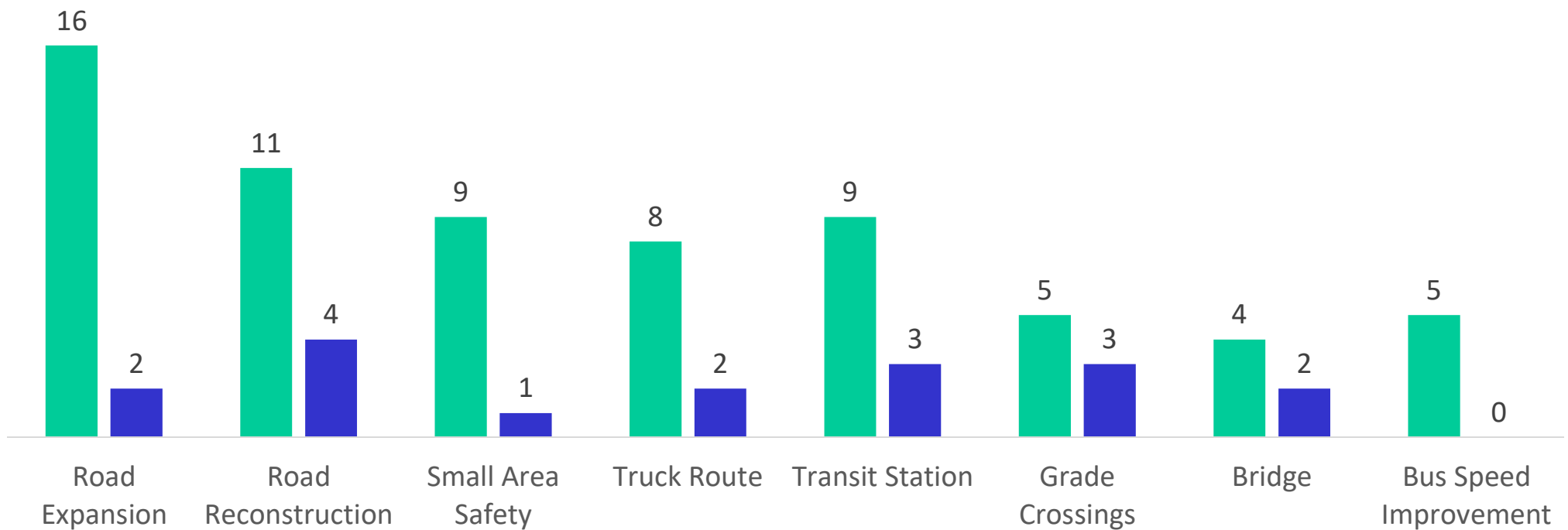
Balance targeted investment and support of multiple priorities

Provide opportunity to encourage priority project types

Be transparent, flexible and facilitate the ability to plan ahead

Applications* and funded projects, by type

■ Applications ■ Funded



*Applications are counted by the category that was determined to be the highest scoring, and includes projects that were evaluated for the Shared Fund that requested only CMAQ and/or TAP funding

Options

Implement rolling focus as proposed in 2018

Implement rolling focus with revisions to areas/years

Incorporate focus areas into scoring

Continue with an open call for FFY 22-26 cycle, and revisit need for rolling focus after that cycle

2018 Recommendation

	First call (2019)	Second call (2021)	Third call (2023)	Fourth call (2025)
	<i>Draft: update based on outcome of first call for projects</i>			
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Focus areas:	ALL FOCUS AREAS ELIGIBLE	Grade crossing improvements	Road expansion	Truck route improvements
		Road reconstruction	Bridge replacement/ reconstruction	Road reconstruction
		Bus speed improvements	Corridor/small area safety improvements	Transit station improvement

Other Considerations

Additional project types

Impacts of councils targeting certain project types in local programs

Phase 1 Engineering

Current policy

For projects requiring phase I engineering, one of the following must occur by June 1, 2019:

- a. Design approval has been received.
- b. IDOT has certified that a final Project Development Report has been submitted for signatures.
- c. IDOT has certified that a preliminary Project Development Report has been received with an accurate cost and clear scope established.

For transit station improvement projects, the sponsor must demonstrate that sufficient engineering and/or architectural work has been completed to establish accurate costs and a clear scope.

Issues with policy

Leaves too much room for interpretation

Transit vs. highway

Eligibility isn't established until evaluation is nearly complete

Staff proposal

IDOT design approval or completion of NEPA (FONSI/ROD) prior to submitting application

- Purpose and need, scope, and reasonable cost estimate are critical for evaluation of projects
- Eliminates extra evaluation and scoring



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