



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: September 2, 2020

Re: Changes to the FFY 2022-2026 CMAQ/TAP-L Call for Projects

At the July 16, 2020 CMAQ Project Selection Committee, several changes to the scoring criteria and the program development were presented to the committee in a [memo](#) and discussed during the meeting. No additional comments were received post meeting and CMAP staff requests committee consideration of the changes outlined below for approval.

Scoring Criteria Changes

1. Removal of the Regional Priorities scoring category but keeping the Inclusive Growth scoring as standalone category weighted at 10 points. Scoring of project would now be weighted as follows:
 - a. Emissions Reduction Cost Benefit (60 points)
 - b. Transportation Impact Criteria (30 points)
 - c. Inclusive Growth (10 points)
2. Moving the Transportive Land Use Scoring to the Transit Transportation Impact Criteria (TIC).
3. Change the Transit Transportation Impact Criteria so that 10 points are available for each of the following for a total of 30 points.
 - a. Ridership (10 points)
 - b. Reliability or Asset Condition (10 points)
 - c. Transit Supportive Land Use (10 points)
4. Change measures used in the scoring for the Bicycle TIC Facility Connectivity criteria. Replace the pedestrian environment factor (PEF) with the Level of Traffic Stress (LTS) for the roads connecting to the new bicycle facility at the project termini.
5. Removing the Annual Health Benefit criteria from the Direct Emissions Reduction TIC and assigning those 5 points to the Benefits Sensitive Population scoring for a total of 25 points.

Transportation Impact Criteria with Changes

Project Type	Criteria and Weights		
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10
Transit	Ridership 10	Reliability (service) or Asset Condition (facilities) 10	Transit Supportive Land Use 10
Bicycle	Safety & Attractiveness 10	Transit Accessibility 10	Facility Connectivity 10
Direct Emissions Reduction	Benefits Sensitive Population 25	Improves Public Fleets 5	

Program Development Changes

Allow the use of Transportation Development Credits for Highways (TDCH) as local match for projects sponsored by high need communities. Language will be added to the application booklet similar to that which is used by the STP-Shared Fund. The language from the FFY 2020-2024 STP-Shared Fund is show below.

Local Match

The sponsor must have already committed matching funds when the project is submitted. Proposals which indicate that the sponsor will pay more than the minimum local match will receive points as part of the project readiness portion of the scoring process (see below). Local match is a minimum of 20 percent of the total funds being requested. The local match does not necessarily have to be provided directly by the sponsor but it must be a non-federal source to qualify as match. Local match may not be a possibility for some high need communities. In an effort to help these communities secure local match, CMAP, with the help of IDOT, established a policy for the use of Transportation Development Credits for Highways (TDCH) which can act as the local match. See the Policy for the use of TDCH for STP funded projects for the program requirements. A list of municipalities eligible for the January 2019 call for shared fund projects are those included in Cohort 4 starting on page 12 of the CMAP FY19 Community Cohorts document.

For more details on the changes, see the [Committee memo from July 16, 2020](#).

ACTION REQUESTED: Approval

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