



Chicago Metropolitan Agency for Planning

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www.cmap.illinois.gov

Jeffery Schielke, Chairman
Mayor, City of Batavia
Kane/Kendall Council

Leon Rockingham, Jr., 1st Vice Chair
Mayor, City of North Chicago
Lake Council

Eugene Williams, 2nd Vice Chair
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Springs
Central Council

Dave Brady
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Mary Werner
President, Village of Worth
Southwest Council

Michael Einhorn
President, Village of Crete
South Council

Len Austin
President, Village of Clarendon Hills
DuPage Council

Erik Spande
President, Village of Winfield
DuPage Council

John Skillman
President, Village of Carpentersville
Kane/Kendall Council

Glenn Ryback
President, Village of Wadsworth
Lake Council

Richard Mack
President, Village of Ringwood
McHenry Council

Robert Nunamaker
President, Village of Fox River Grove
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Council of Mayors Executive Committee

Annotated Agenda

August 21, 2018 – 9:30 a.m.

CMAP, 233 South Wacker Drive, Suite 800
Cook County Conference Room

- 1.0 Call to Order and Introduction – Mayor Schielke**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – May 15, 2018**
- 4.0 STP Project Selection Committee Update**
Staff will review the shared fund and active program management draft policies included in the packet. Comments received from partners are attached.
ACTION REQUESTED: Information
- 5.0 Transportation Programming Updates**
 - 5.1 Surface Transportation Program – Locally Programmed (STP-L) Expenditures**
Staff will provide an update of federal Fiscal Year 2018 STP-L expenditures
ACTION REQUESTED: Information
 - 5.2 IDOT Bureau of Local Roads Update**
Current topics and updates form IDOT local Roads will be shared.
ACTION REQUESTED: Information
- 6.0 ON TO 2050**
 - 6.1 Implementation Priorities of the ON TO 2050 Plan**
Staff will provide an overview of recently initiated activities to implement draft ON TO 2050 recommendations.
ACTION REQUESTED: Information

6.2 Public Comment Update
Staff will provide an update on public comment received to date.

ACTION REQUESTED: Discussion

7.0 Local Technical Assistance (LTA) Program Update: Des Plaines Comprehensive Plan and LTA Call for Projects

Staff will provide an overview of the Comprehensive Plan in Des Plaines, which includes an examination of previous planning efforts, analysis of existing conditions, outreach to community stakeholders, and development of key recommendations. Additionally, staff will discuss the timeline for the 2018 LTA and Community Planning Call for Projects, which opens on September 6th and closes on October 26th to coincide with CMAP's adoption of ON TO 2050. CMAP and the RTA are encouraging applicants to envision planning projects that align with the major goals and themes of ON TO 2050 and the RTA's Invest in Transit strategic plan.

ACTION REQUESTED: Information

8.0 Legislative Update

Staff will recap the previous session of the Illinois General Assembly, and discuss state and federal legislative priorities for ON TO 2050.

ACTION REQUESTED: Discussion

9.0 Other Business

10.0 Public comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda

11.0 Next meeting

The next meeting is scheduled for November 6, 2018.

12.0 Adjourn

Council of Mayors Executive Committee Members:

___ President Len Austin	___ President Al Larson	___ President John Skillman
___ President Dave Brady	___ President Lawrence Levin	___ President Erik Spande
___ Mayor Roger Claar	___ President Richard Mack	___ Mayor Joseph Tamburino
___ President Karen Darch	___ President Robert Nunamaker	___ Mayor George Van Dusen
___ President Jim Discipio	___ Mayor Leon Rockingham, Jr.**	___ President Mary Werner
___ President Mike Einhorn	___ President Glenn Ryback	___ Mayor Eugene Williams**
___ President Alice Gallagher	___ Mayor Jeffery Schielke*	* Chairman
___ Mayor Jim Holland	___ Mayor Jeffrey Sherwin	** Vice-Chairman



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Council of Mayors Executive Committee

Draft Minutes – May 15, 2018

9:30 a.m.

CMAP Office – Cook County Conference Room

Executive Committee and Elected Officials Present

Mayor Jeffery Schielke, Chairman, Mayor Eugene Williams, 2nd Vice Chair, President Dave Brady, President Karen Darch, President Mike Einhorn, President Alice Gallagher, President Al Larson, President Lawrence Levin, President Glenn Ryback, Mayor Jeffrey Sherwin, President Erik Spande, Mayor George Van Dusen, President Mary Werner

Others Present

Mark Baloga (via phone), Len Cannata, Jack Cruikshank, John Donovan, Anthony Finch, Jackie Forbes, Michael Fricano, Emily Karry, Tom Kelso, Mike Klemens, Kelsey Mulhausen, Ed Paesel, Leslie Phemister, Brian Pigeon, Chad Riddle, Cody Sheriff, Mike Walczak

CMAP Staff Present

Lindsay Bayley, Jonathan Burch, Mandy Burrell, Patrick Day, Teri Dixon, Kama Dobbs, Jesse Elam, Lindsay Hollander, Elizabeth Irvin, Dan Olson, Stephane Phifer, Russell Pietrowiak, Gordon Smith, Tim Verbeke, Simone Weil, Barbara Zubek

1.0 Call to Order and Introduction

Chairman Schielke called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Day announced the Municipal Survey will be available on June 1 and responses are due on June 29. The survey will be web-based and will also be available as a fillable PDF file.

3.0 Approval of Minutes – January 23, 2018

Mayor Sherwin made a motion, seconded by President Spande, to approve the minutes of the January 23, 2018 meeting. With all in favor, the motion carried.

4.0 STP Project Selection Committee Update

Ms. Dobbs and Ms. Irvin gave a brief overview of the monthly STP Project Selection Committee meetings and summarized the CMAP staff recommendations for Active Program Management and the Shared Fund.

President Einhorn asked for the definition of local partner. Ms. Dobbs stated that it is still evolving but the intention is for STP to remain a municipally focused program. President Spande asked for clarification of how reprogramming works. Ms. Dobbs stated the purpose of actively reprogramming is to allow each individual council, CDOT, or the project selection committee to monitor project progress and to move ready to go projects forward and delayed projects back. Active reprogramming should allow for maximum obligation of federal funds, and minimal redistribution. She noted that obligation deadlines are only for projects that have progressed to the point that they're programmed in the current year, so it will be important for councils to consider how ready projects are at the beginning of each year. In the event that a project is delayed in the current year, sponsors can request an extension or move to a contingency program. Chairman Schielke commented that both the local staff and mayors have dedicated a lot of time to the process and commended CMAP staff for the work they put into developing the new STP program. Mayor Williams added that we will be doing the same local programming and implementation of projects, but within a different framework.

5.0 Transportation Programming Updates/Action Items

5.1 STP-L Expenditure Report

Mr. Pietrowiak provided a summary of the STP-L expenditure report. He noted since the report was printed, there have been additional obligations that bring the total to \$146 million. He noted this is the second highest total for STP obligations in the history of the program and that \$162 million is the highest. It is possible that another \$60 to \$80 million could be obligated this year.

5.2 IDOT Bureau of Local Roads Update

Mr. Riddle stated that the April letting included 28 projects, which totaled \$75 million and that the June, August, and September lettings have thirteen to fifteen projects each. He announced that additional staff is being added in District 1 Local Roads and that Carmen Ramos is now the phase two point person. He emphasized that with the number of the projects underway, it is critical to meet submittal deadlines. He also suggested that projects that may have issues should target lettings early in the federal fiscal year, to give sponsors breathing room if delays occur.

6.0 FY 2019 Unified Work Program (UWP)

Mr. Olson announced that CMAP will go out to bid for a third party firm for a comprehensive review of the UWP program in FY 2019.

7.0 ON TO 2050

7.1 Land Use and Governance

Mr. Burch and Ms. Hollander presented a summary of the draft recommendations of the ON TO 2050 Community and Governance chapters. Mr. Burch highlighted three goals of the Community chapter: strategic and sustainable development, reinvestment for vibrant communities, and development that supports local and regional economic strengths. Ms. Hollander highlighted the three main goals of the Governance chapter: collaboration at all levels of government, greater capacity to achieve local and regional goals, and data driven and transparent investment decisions.

President Spande asked why land use is now called community. Mr. Burch responded that it is more than just the use of the built environment and the goal was to encompass the broader relationship between people and the use. President Spande asked for clarification on the difference between targeted reinvestment areas and investment in disinvested areas. Mr. Burch clarified that the Targeted Reinvestment Areas (TRA) program recommended in the chapter will define areas where local agencies want to target reinvestment. Disinvested areas are broader and are places where people are not well connected to the regional economy. President Spande asked if natural resource areas is broadly defined to include storm water management areas. Mr. Burch responded that the definition of natural resources is broad and added that there are strategies that the community chapter shares with the environment chapter to address storm water management. President Spande commented that aligning local with regional goals might create conflict and asked how CMAP plans on dealing with that. Mr. Burch responded that technical assistance and sharing best practices for communities to use incentives to encourage economic development will be used. President Spande asked if there are any specific proposals for fees for storm water management. Ms. Hollander responded that the governance chapter proposes more dedicated fees for stormwater management and there are communities in the region that have already implemented fees. President Darch asked if the private sector is being consulted. Mr. Burch responded that private sector partners have been involved in many of the strategy papers and in the LTA program.

7.2 Draft Mobility Recommendations and Regionally Significant Projects

Ms. Irvin presented the draft recommendations of the ON TO 2050 Mobility chapter. She gave an overview of the three recommendations: a modern, multimodal system that adapts to changing travel demand, a transportation system that works better for everyone, and making transformative investments.

President Spande asked if the recommendation to toll existing highways means that the IDOT system will be transferred to the Tollway or if the IDOT system will be turned into a toll based system. Mr. Elam responded that it can happen either way and the goal is to implement user fees when expressway segments are reconstructed.

8.0 Legislative Update

Mr. Smith reported that the General Assembly is just beginning budget discussions and until the end of the month that will be the focus. He stated that CMAP has been reporting to the General Assembly the difference between the actual need and the actual available funds to maintain the system. He added that he does not anticipate a capital program this fiscal year. Mayor Schielke requested that CMAP staff keep the committee updated on any conversations that occur regarding electric cars and recapturing lost MFT revenues.

9.0 ON TO 2050 Launch Event

Ms. Burrell announced that the ON TO 2050 Launch event is on Wednesday, October 10, 2018 at Millennium Park. She invited the committee members to register online for the event.

10.0 Other Business

President Einhorn commented that IEPA is no longer honoring Facility Planning Areas (FPAs) when issuing permits.

Chairman Schielke recognized the new Deputy Executive Director of Policy and Programming, Jesse Elam and welcomed the new Deputy Executive Director of Planning, Stephane Phifer.

11.0 Public Comment

There was no public comment.

12.0 Next Meeting

The next meeting is scheduled for August 8, 2018.

13.0 Adjourn

On a motion by President Ryback, seconded by President Spande, the meeting adjourned at 11:01 a.m.

ON TO 2050

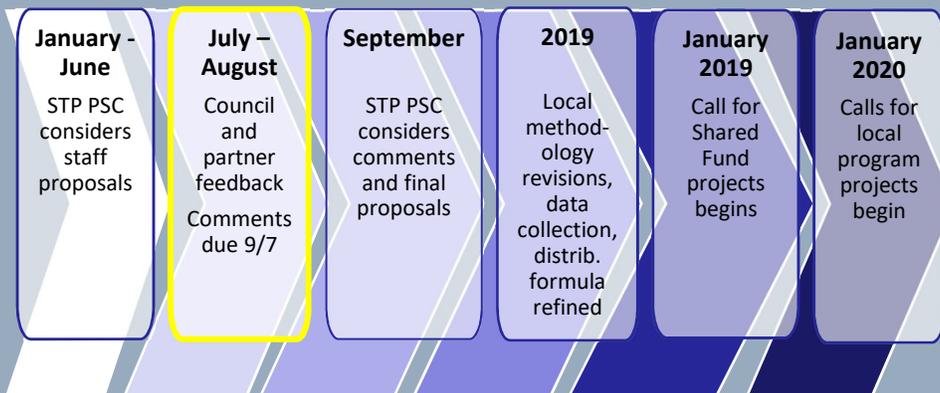
STP Project Selection Committee Update

Council of Mayors Executive Committee

August 21, 2018



STP Timeline



Shared Fund: proposed eligible project types

- Road reconstructions
- Transit station rehab/reconstructions
- Bridge rehab/reconstructions
- Highway/rail grade crossing improvements
- Road expansions
- Bus speed improvements
- Corridor-level or small area safety improvements
- Truck route improvements



Shared Fund: proposed project eligibility

- **Minimum project cost: \$5 million in total project cost**
- OR**
- **Multijurisdictional: joint application from at least 3 local partners**
 - At least one municipality
 - Other potential partners- Forest Preserve, Pace, IDOT, county, etc.
 - Partners must demonstrate financial or in-kind project involvement (more than just a "letter of support")
 - **If selected, project should then have funding to proceed**



Shared Fund: proposed evaluation components

Project types	Project readiness			Transportation impact			Planning factors				
	Engineering/ ROW completion	inclusion in plans	financial commitments	current condition/n eed	population/ job benefit	improvement	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements							5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/reconstructions	10	10	5	20	10	20	-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				
Total: 100 + Council/CDOT support bonus											



Evaluation component: project readiness

25 total points:

- Engineering completion and ROW acquisition (10 points)
- Financial commitments (5 points)
- Inclusion in plans (10 points)



Evaluation component: transportation impact

50 total points:

- **Existing condition/need (20 points)**
 - Varies by project type
 - Scaled
- **Improvement (20 points)**
 - Varies by project type
 - Cost effectiveness of improvement compared to other applications
- **Jobs/household impact (10 points)**
 - All project types



Evaluation component: planning factors

Project types	Planning factors				
	green infrastructure	freight movement	Inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	5	-	10	10	-
Truck route improvements	5	-	10	10	-
Road expansions	5	5	10	5	-
Road reconstructions	5	5	10	5	-
Bridge rehab/reconstructions	-	5	10	10	-
Corridor-level or small area safety improvements	-	5	10	10	-
Transit station rehab/reconstructions	-	-	10	5	10
Bus speed/reliability improvements	-	-	10	5	10
Maximum: 25					



Bonus: Council/CDOT support

- Each council and CDOT gets 25 points to allocate to projects
 - No project may receive more than 15 of any individual council/CDOT's points
 - Coordination between councils is encouraged
 - No project may receive more than 25 points total



Shared Fund: Questions



Active Program Management (APM) Overview

- **Proposal applies to Local Programs (Councils and CDOT) and the Shared Fund**
- **Four components:**
 - Program Development
 - Project Management
 - Program Management
 - Additional Provisions



APM Proposal: Program Development

- **Calls for Projects**
 - Uniform schedule, every 2 years
- **Active Programs**
 - Fiscally constrained, five-year program: "Current Year" and four "Out Years"
 - Projects expire only due to inactivity, as long as sponsor commitment continues
- **Contingency Programs**
 - Ranked projects from regular calls
 - Sponsors committed to keeping active
 - Not a guarantee of future funding
 - Expire with each subsequent call for projects



APM Proposal: Project Management

- **Training**
- **Designated Project Managers**
- **Quarterly Status Updates**



APM Proposal: Program Management

- **Obligation Deadlines**
 - Current year phases only
 - Options to extend if delayed
- **Active Reprogramming**
 - Used to meet 100% obligation goal
 - Adjust programs according to status
 - Accommodate cost and schedule changes
- **Carryover Limitations and Redistribution of Unobligated Funding**
 - Unobligated funds are not available indefinitely
 - Redistributed for use by any council, CDOT, or Shared Fund



APM Proposal: Obligation Deadlines

- **Project phases in the current FFY must obligate funds (start the phase) by 9/30**
- **Use status updates to identify delay risk in early spring**
- **Sponsor chooses a course of action, based on risk**
 - Request a one-time 6 month extension of deadline
 - Move from active program to contingency program (removes deadline)
 - Proceed at own risk
- **Missed deadline = project to contingency program and funds transferred from council to shared fund**



APM Proposal: Active Reprogramming

- **Cost changes for obligated/programmed phases**
- **Accelerating phases programmed in out years of the active program that are ready to obligate**
- **Accelerating phases included in the contingency program that are ready to obligate**
- **Reprogramming delayed phases in later years**
- **Subject to maintaining fiscal constraint in each FFY**



APM Proposal: Carryover Limitations and Redistribution of Unobligated Funding

- **Within each council, CDOT, or Shared Fund program, no more than the annual allotment can be carried over at the end of each FFY from:**
 - Obligation Remainders
 - Funds programmed for a project phase(s) granted an extension
 - Unprogrammed funds, under certain circumstances
- **Carryover will only be available for 6 months**
- **Unobligated funds from projects that proceeded at their own risk cannot be carried over**
- **Funds not carried over will be redistributed to the Shared Fund and made available to all councils, CDOT, and Shared Fund projects**



APM Proposal: Accessing Redistributed Funds

- **For cost increases**
 - Local council/CDOT current year unprogrammed balance must be used first
 - At time of obligation or after obligation (high bid, change order, engineering supplement)
 - Lesser of: 20% of programmed STP or Local Program increase limits
 - STP-eligible costs only
- **Advancing “ready” out year or contingency projects**
 - Must obligate all local council/CDOT program funds before accessing the shared fund to advance projects
 - Extended phases that missed the extended deadline are never eligible to utilize shared funds
- **Same guidelines for Shared Fund projects to access redistributed funds**



APM Proposal: Additional Provisions

- **Grant Accountability and Transparency Act (GATA)**
- **Qualifications Based Selection (QBS)**
- **Assistance for Disadvantaged Communities**
 - TDCs (a.k.a. Toll Credits) in lieu of local match
- **Methodology Considerations**
 - Points for project readiness/current status
 - Pavement Management System provisions
 - Minimum scoring to receive funding
- **Special Provisions for Initial Calls for Projects**
 - Grandfathering existing projects



Next Steps

- **September: STP PSC finalizes proposal based on summer feedback**
- **Programming cycle begins with call for shared fund projects in January 2019 and local program projects in January 2020**
- **2019: Council methodology updates to include Active Program Management and Regional Planning Factors to be completed by September 2019**
- **2019: Data collection, allotments, and methodology for recalibrating distribution to account for improved performance**



Thank you

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Active Program Management

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Shared Fund



STP (FFY2020-2024) Program Application Booklet

Draft for Discussion 8/8/2018

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Inclusive growth (all project types)	10
Complete streets (all project types)	11
Green infrastructure (grade crossings, truck route improvements, road reconstructions and road expansions)	12
Freight movement (road expansions, road reconstructions, bridge rehab/reconstructions, and safety projects)	12
Transit-supportive land use (transit stations and bus route improvements).....	12
Bonus	14
Selection Process Timeline	Error! Bookmark not defined.

1 Introduction

2 The Chicago Metropolitan Agency for Planning (CMAP), the metropolitan planning
3 organization for the seven counties of northeastern Illinois, announces the availability of
4 funding for transportation projects through the STP Shared Fund. This program is funded
5 through the Federal Highway Administration (FHWA). The STP Shared Fund is designed to
6 fund important regional projects that address regional performance measures and the goals of
7 ON TO 2050.

8 Eligible Applicants and Projects

9
10 Projects eligible for the STP Shared Fund make large and lasting contributions to regional
11 transportation priorities. The intention of the fund is also to encourage collaboration between
12 municipalities and advance projects that local councils cannot readily fund on their own. Given
13 these goals, projects must meet one of two eligibility requirements:

- 14
15 • Joint application from at least 3 local partners, including at least one municipality
- 16
17 • Total project cost of \$5 million or more

OR

18
19 For the STP Shared Fund, eligible sponsors or partners include any state agency or unit of
20 government having the authority to levy taxes. Sponsors include but are not limited to
21 municipalities, counties, townships, park districts, forest preserve districts, and transit agencies.
22 Partners must demonstrate financial or in-kind project involvement. Private for-profit and non-
23 profit organizations may partner with a public sponsor that meets the previously stated
24 conditions, but may not submit applications or act as the lead agency for project
25 implementation.

26 27 **Eligible project types**

28 While STP has very broad eligibility in comparison to other funding sources (CMAQ, TAP,
29 HSIP), the STP shared fund is targeted toward the following priority project types:

- 30
31 • **Road reconstructions**
32 Projects that address condition deficiencies on the road network and do not add
33 roadway capacity
- 34
35 • **Transit station rehabilitation/reconstructions**
36 Projects that enhance the existing transit system by improving or reconstructing transit
37 stations
- 38
39 • **Bridge rehabilitation/reconstructions**
40 Projects that address condition deficiencies on the region's bridges
- 41
42 • **Highway/rail grade crossing improvements**
43 Projects that reduce delay at highway/rail crossings, through grade separation or other
improvements
- **Road expansions**
Projects that add capacity to an existing road or involve construction of a new road

- 44 • **Bus speed improvements**
- 45 Projects that improve the speed and reliability of bus travel in the region
- 46 • **Corridor-level or small area safety improvements**
- 47 Projects that address safety issues
- 48 • **Truck route improvements**
- 49 Projects that improve truck movement through a corridor or area

50
 51 These project types were chosen because of demonstrated demand in the form of unfunded or
 52 partially funded local projects, stakeholder input, ON TO 2050 implementation priorities, and
 53 an assessment of opportunities to leverage or fill gaps between other available fund sources.
 54

55 ***Rolling focus for STP funding***

56
 57 The 2019 call for projects for the shared fund will be used to build a full five-year program (FFY
 58 2020-2024), and projects in all priority project types are encouraged to apply. Subsequent
 59 semiannual calls will be to fill the out years of the program. Given the limited funding available
 60 in future calls and wide range of eligible project types, future calls will focus on a subset of
 61 project types (see the table below).
 62

	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

63
 64

65 **Eligible Project Phases and Required Match**

66 ***Phase I Engineering***

67 Phase I engineering will be the responsibility of the project sponsor to complete without
68 funding from the STP Shared Fund. With limited exceptions, all other phases -- including phase
69 II engineering, right-of-way acquisition, and construction (including construction engineering) -
70 - are eligible for STP Shared Fund funding. Sponsors may request STP Shared Fund funding for
71 phase I engineering based on a hardship. If phase I engineering funding is sought, funding for
72 the later phases of the project cannot be requested until the next call for projects, and such
73 funding is not guaranteed. Sponsors seeking funding for phase I engineering should contact
74 CMAP staff before doing so. Hardship is determined from an evaluation of municipal median
75 income, tax base per capita, total tax base, and population. A list of municipalities meeting the
76 phase I engineering hardship exemption is available at <link to be added>.

77

78 ***Remaining Phases***

79 All eligible phases will be programmed at a maximum level of 80 percent federal funding for
80 STP Shared Fund funding.

81

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

83

a. Design approval has been received.

84

b. IDOT has certified that a final Project Development Report has been submitted
85 for signatures.

86

c. IDOT has certified that a preliminary Project Development Report has been
87 received with an accurate cost and clear scope established.

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

91

92 ***Local Match***

93 The sponsor must have already committed matching funds when the project is submitted.
94 Proposals which indicate that the sponsor will pay more than the minimum local match will
95 receive points as part of the project readiness portion of the scoring process (see below). Local
96 match is a minimum of 20 percent of the total funds being requested. The local match does not
97 necessarily have to be provided directly by the sponsor but it must be a non-federal source to
98 qualify as match.

99 **Project Selection Process**

100 The program of projects selected by the STP Project Selection Committee will consider the results of the project evaluation in three categories:
 101 project readiness, transportation impact, and planning factors (see table below). Programmed projects will be subject to Active Program
 102 Management procedures (detailed separately)

Project types	Project readiness			Transportation impact			Planning factors				
	Engineering/ROW completion	inclusion in plans	financial commitments	current condition/need	improvement	Jobs/housing benefit	green infrastructure	freight movement	inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements							5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/reconstructions	10	10	5	20	20	10	-	5	10	10	-
Corridor-level or small area safety improvements							-	5	10	10	-
Transit station rehab/reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				
Total: 100 + Council/CDOT support bonus											

103 **Project Readiness**

104 CMAP and partners are committed to timely obligation and completion of projects to protect
105 the region’s funding from lapse and rescission, and deliver on the significant transportation
106 benefits of selected projects. The Active Program Management policies provide a framework for
107 strong project and program management of selected projects, and the evaluation process for
108 Shared Fund projects complements these policies by awarding points to projects that
109 demonstrate financial commitment, local planning, and engineering work.

110 **Engineering and Right of Way Acquisition**

111 Projects can receive up to 10 points, 5 if they demonstrate substantial completion of phase II
112 engineering and 5 for the completion or lack of need for right of way acquisition. Sponsors need
113 not have submitted pre-final plans to IDOT, but should be able to demonstrate that engineering
114 is 85%-90% complete.

115 **Inclusion in Local/Agency Plans**

116 Projects can receive up to 10 points if they are included in local or agency plans. Acceptable
117 plans include long range transportation plans, ITS plans, transit agency long range plans,
118 capital improvement plans, and other local planning efforts, including those completed with
119 CMAP LTA assistance. Projects receive 7 points if they are specifically named in the plan, and 3
120 points if the plan offers more general support for the project type.

121 **Financial Commitment**

122 Projects can receive up to 5 points in this category based on their demonstrated leveraging of
123 other funding sources. Points are awarded as follows to projects based on the amount of
124 funding requested from the shared fund as a percent of federally-eligible share of the total
125 project cost:

126	Less than 20%	5 points
127	20%-40%:	4 points
128	40%-60%:	3 points
129	60%-80%:	2 points
130	80%-100%:	1 point

131

132 **Transportation Impact**

133 A project’s transportation impact score is worth 50% of the total project score, and measures the
134 existing condition of the transportation asset or need for the project, the cost effectiveness of the
135 improvement that would be made by the project, and the number of households and jobs that
136 could benefit from the project’s completion.

137 **Existing Condition/Need**

138 Each project will receive an existing condition/need score on a scale of 0 to 20. Each project type
139 will have a different measure of project need, but all will be converted to a 20 point scale for the
140 purposes of analysis. Scores will be calculated as follows:

141

142 *Transit station reconstructions/rehabs*

143 The existing condition score will be the cost-weighted average [Transit Economic Requirements](#)
144 [Model \(TERM\)](#) condition score of station components, converted to a 20 point scale. For station
145 reconstructions that increase passenger area, 25% of this score will be based on the extent of the
146 existing capacity constraint.

147

148 *Bus speed improvements*

149 The existing condition score will measure the current on-time performance of bus routes being
150 improved as well as the difference between bus travel time and auto travel time on the road(s)
151 being improved. Both factors are worth 50% of the score.

152

153 *Bridge reconstruction*

154 The existing condition score will be the sufficiency rating calculated by the [National Bridge](#)
155 [Inventory](#), converted to a 20 point scale.

156

157 *Rail-Highway grade crossing*

158 The existing condition score will be the project's score from the total points from the Grade
159 Crossing Screening Level 2 evaluation (currently being finalized, see current data [here](#)),
160 converted to a 20 point scale.

161

162 *Corridor/Small Area Safety*

163 The safety need score is calculated using IDOT's safety road index (SRI) for roadway segments
164 and intersections. The SRI score is based on the location's [Potential for Safety Improvement](#)
165 (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer
166 group into critical, high, medium, low, or minimal. Within each peer group, locations
167 categorized as critical have the highest PSIs, and locations categorized as minimal are less likely
168 to have safety benefits from treatments. The proposed project's safety need score will be the
169 highest SRI category along the project location. This will include both segment and intersection
170 locations.

171

172 *Road reconstructions, expansions and truck routes*

173 The road reconstructions and expansions need score will be calculated in a similar method to the
174 [highway needs score](#) for regionally significant projects in ON TO 2050. This score incorporates
175 information about pavement condition, safety, reliability, and mobility. Pavement condition is
176 the length weighted average of either the road's Condition Rating Score (CRS) or international
177 roughness index (IRI), depending on data availability. Mobility is the length weighted average of
178 the [travel time index](#) (the ratio of peak period travel time to free flow travel time) and the number
179 of [at least lightly congested hours of traffic per weekday](#). Reliability is measured by the length-
180 weighted average of the [planning time index](#) (95th percentile travel time divided by free flow

181 travel time). The safety score will be calculated using IDOT’s safety road index (SRI). Weights for
 182 these factors will be as follows:
 183

	road reconstruction	road expansion
condition	50%	15%
mobility	10%	30%
reliability	20%	30%
safety	20%	25%

184
 185 The truck routes need score will be calculated in a similar method to the road reconstruction
 186 and expansion score, with the addition of a length weighted average of truck volumes. All
 187 factors are weighted equally.

188 **Improvement**

189 Improvement will be calculated as the cost effectiveness of the proposed improvements
 190 involved in the project. Improvements will be indexed on a scale of 0-20 within project type.
 191 Total project cost will be used to evaluate cost effectiveness. The improvements for each project
 192 type will be calculated as described below:
 193

194 *Transit station reconstructions/rehabs*

195 The difference in cost-weighted average [Transit Economic Requirements Model \(TERM\)](#)
 196 condition score of station components before and after the project. For station reconstructions
 197 that increase passenger area, 25% of this score will be based on the extent that the project
 198 addresses an existing capacity constraint.
 199

200 *Bus speed improvements*

201 The improvement to on-time performance of bus routes being improved as well as the change
 202 in the bus-auto travel time differential. Both factors are worth 50% of the score.
 203

204 *Bridge reconstruction*

205 The bridge sufficiency rating, adjusted based on the type of work being done and the functional
 206 class of the road. Adjustment factors based on [IDOT’s major bridge program](#).
 207

208 *Rail-Highway grade crossing*

209 The improvement to delay and safety as a result of the project.
 210

211 *Corridor/Small Area Safety*

212 This score is based on the improvement of the project and the planning level expected safety
 213 benefit (reduction of crashes) after implementing the improvement. The planning level safety
 214 improvement score is modeled after the [SMART SCALE Safety Factor Evaluation](#) method
 215 developed by the Virginia Department of Transportation (VDOT). Similar to VDOT’s method,
 216 CMAP staff will develop a list of common improvement types (countermeasures) and the
 217 accompanying planning level CRFs. The planning level CRFs will be developed using
 218 information from IDOT, Crash Modification Clearinghouse, and Highway Safety Manual.
 219 CMAP staff will review project details to determine the relevant countermeasure and the

220 assigned planning level CRF for that countermeasure. If multiple countermeasures are part of
 221 the project, CMAP staff will take the maximum planning level CRF for the project.

222

223 *Road reconstructions, expansions, and truck routes*

224 Ten of the improvement points for road reconstructions and enhancements will come from
 225 improvements to the condition in the case of road reconstructions and mobility in the case of
 226 expansions. Projects can also receive a maximum of ten points if the project has any of the
 227 following characteristics or helps implement any of the following as part of a larger program:

228

<i>Systematic Improvements</i>	Score
Integrated Corridor Management	5
Work zone management (traveler information improvements)	5
Truck travel information systems	4
Strategies to improve transit on-time performance	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
<i>Incident Detection:</i>	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
<i>Incident Response:</i>	
Expansion of response operations capabilities (e.g., minutemen)	5
Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
<i>Incident Recovery:</i>	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed Management Systems	2
On-scene communication, coordination, and cooperation	2
Development and improvement of highway closure detour routes	2

229

230

231 **Household/Job Impact**

232 The benefits of a transportation project often cross municipal and county borders, and can
233 provide significant improvements to people who are not located in the project's immediate
234 vicinity. For each project, CMAP uses the travel model to generate a travel shed of the places
235 people come from and go to using the facility. The score in this category is calculated by adding
236 up the total number of jobs and households in each project's travel shed and converting the
237 total to a score out of 10, indexed to the other submitted projects
238

239 **Planning Factors**

240 In addition to the transportation benefits and readiness scores explained above, all projects are
241 evaluated on their support for regional priorities, identified as part of [ON TO 2050](#), the region's
242 long range comprehensive plan.
243

244 **Inclusive growth (all project types)**

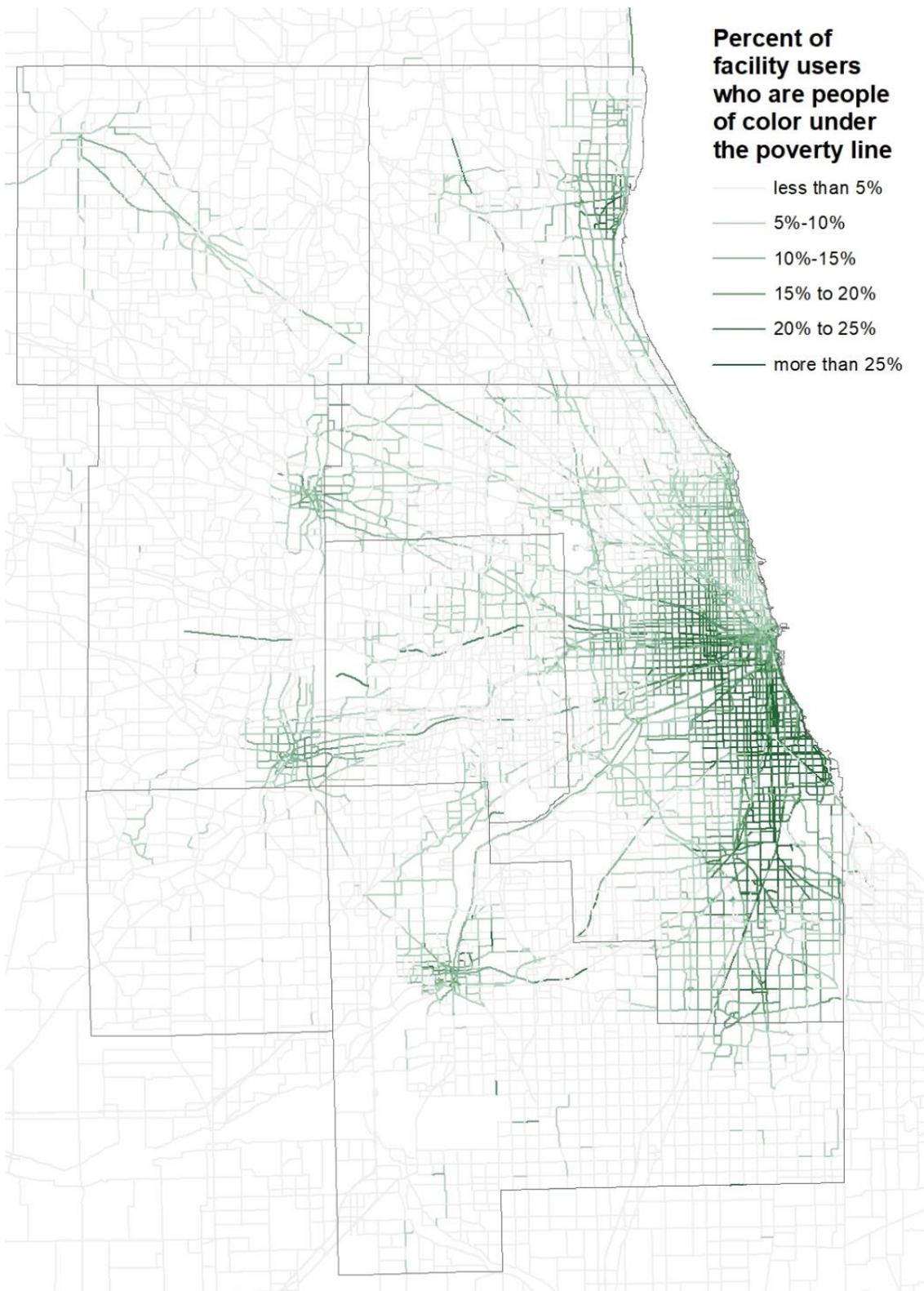
245 Long-term regional prosperity requires economic opportunity for all residents and
246 communities. [Inclusive growth, one of the ON TO 2050 plan principles](#), focuses on strategies,
247 including transportation investments, that can increase access to opportunity for low income
248 residents and people of color, and help the region to be stronger and more successful
249 economically.
250

251 All projects are evaluated based on the percent of travelers using a facility that are people of
252 color below the poverty line, as modeled by the CMAP travel demand model. Projects can
253 receive a maximum of 10 points, which are awarded as follows (also see draft map below,
254 which shows both roads and facilities):
255

256 **Percent of facility users who are nonwhite and under poverty line**

257	0%-5%	0 points
258	5%-10%:	2 points
259	10%-15%:	4 points
260	15%-20%:	6 points
261	20%-25%:	8 points
262	25% or more:	10 points

263



264

265 ***Complete streets (all project types)***

266 One of ON TO 2050's recommendations is to [support development of compact, walkable](#)
 267 [communities](#). Complete streets policies require streets to be planned, designed, operated, and
 268 maintained to enable safe, convenient, and comfortable travel and access for all anticipated

269 roadway users, regardless of their age, abilities, or mode of travel. The adoption of complete
 270 streets policies and incorporation of complete streets design elements into all projects is
 271 encouraged. A project receives half of the points in this category if the project sponsor has
 272 adopted complete streets policies, and the other half if the project contains complete streets
 273 elements. For more information about complete streets policies and project design, see the
 274 [CMAP complete streets toolkit](#). Transit station, bus speed improvement, road reconstruction,
 275 and road expansion projects can receive a total of 5 points in this category (2.5 from policies, 2.5
 276 from project elements), while grade crossings, bridge reconstructions, safety projects, and truck
 277 routes can receive a maximum of 10 points (5 from policies, 5 from project elements)
 278

279 **Green infrastructure (grade crossings, truck route improvements, road reconstructions**
 280 **and road expansions)**

281 Implementing green infrastructure as part of transportation investments can help achieve a
 282 number of regional priorities, including reducing flooding, improving water quality, and
 283 mitigating the urban heat island effect. The maximum score in this category is 5 points, 2.5 if
 284 sponsors have implemented policies that support green infrastructure, 2.5 if the project has
 285 green infrastructure components.

286 **Freight movement (road expansions, road reconstructions, bridge rehab/reconstructions,**
 287 **and safety projects)**

288 Maintaining the region’s status as North America’s Freight hub is one of the recommendations
 289 of ON TO 2050. While some of the shared fund priority project types are specifically aimed at
 290 improving freight movement in the region (rail-highway grade crossings, and truck route
 291 improvements), other project types can also have substantial freight benefits. Projects receive
 292 points in this category as follows based on the truck volume on the road segment:
 293

294 **Percent heavy duty vehicles:**

295	0%-2%	0 points
296	2%-4%:	1 points
297	4%-6%:	2 points
298	6%-8%:	3 points
299	8%-10%:	4 points
300	10% or more:	5 points

303 **Transit-supportive land use (transit stations and bus route improvements)**

304 ON TO 2050 includes the recommendation to [make transit more competitive](#). Transit agencies
 305 cannot sustain fast, frequent, reliable service without accompanying supportive land use
 306 changes. Transit investments receive points if they are located in areas where zoning and urban
 307 design requirements are transit-supportive. This will be scored as follows:

Max Score	Criteria
7	Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned

Max Score	Criteria																		
	<p>within the station area, points will be assigned to the classification with the highest permitted density.</p> <p>Points will be assessed based on both residential <i>and</i> non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.</p> <p>Permitted Densities:</p> <table border="1" data-bbox="532 464 1305 743"> <thead> <tr> <th>Residential (DU/buildable acre)</th> <th>Non-Residential (Building Height*)</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>< 6</td> <td>1 story (12 ft.)</td> <td>0</td> </tr> <tr> <td>> 6 and ≤ 10</td> <td>2 story (24 ft.)</td> <td>1.0</td> </tr> <tr> <td>> 10 and ≤ 16</td> <td>3 story (36 ft.)</td> <td>2.0</td> </tr> <tr> <td>> 16 and ≤ 24</td> <td>4 story (48 ft.)</td> <td>3.0</td> </tr> <tr> <td>> 24</td> <td>> 4 story (> 48 ft.)</td> <td>4.5</td> </tr> </tbody> </table> <p>*Building height given in feet based on 12 feet per story.</p> <p>AND</p> <p>Up to 2.5 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):</p> <ul style="list-style-type: none"> • Reduced minimum parking requirements • Enacted maximum parking requirements • Shared parking permitted • In-lieu parking fees permitted • Enacted bicycle parking requirements • Off-street parking is required behind or underneath buildings • Off-street parking is permitted off-site 	Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points	< 6	1 story (12 ft.)	0	> 6 and ≤ 10	2 story (24 ft.)	1.0	> 10 and ≤ 16	3 story (36 ft.)	2.0	> 16 and ≤ 24	4 story (48 ft.)	3.0	> 24	> 4 story (> 48 ft.)	4.5
Residential (DU/buildable acre)	Non-Residential (Building Height*)	Points																	
< 6	1 story (12 ft.)	0																	
> 6 and ≤ 10	2 story (24 ft.)	1.0																	
> 10 and ≤ 16	3 story (36 ft.)	2.0																	
> 16 and ≤ 24	4 story (48 ft.)	3.0																	
> 24	> 4 story (> 48 ft.)	4.5																	
3.0	<p>Up to 3 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (1 point for each strategy implemented):</p> <ul style="list-style-type: none"> • Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office). • Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.). • Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.). <p>Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.</p>																		

309 **Bonus**

310 Each council and CDOT will have 25 points to allocate amongst the submitted projects to
311 indicate local support and priorities. No project may receive more than 15 of any one council or
312 CDOT's points, but collaboration amongst councils is encouraged. Councils may give bonus
313 points to projects outside their jurisdiction up to a maximum of 25 total bonus points for any
314 one project. Councils and CDOT must submit allocations of bonus points to CMAP by a
315 deadline yet to be determined, but in advance of the release of initial evaluation results.

DRAFT

1 **STP Active Program Management Policies**

2 Active Program Management (APM) provides a mechanism for ensuring timely obligations to
3 protect the region’s funding from lapse and rescission, and to provide flexibility for moving
4 forward projects that are “ready” in favor of those that are “delayed”. APM is achieved through
5 strong project and program management with active monitoring of project implementation status
6 from project selection through obligation of federal funds.

7 **Program Development**

8 Active Program Management begins with the development of a program of projects. By
9 agreement between the Councils of Mayors and the City of Chicago, endorsed by the CMAP MPO
10 Policy Committee and the Illinois Department of Transportation, there are two distinct Surface
11 Transportation Block Grant funded programs (STP): the Shared Fund, programmed by the
12 CMAP STP Project Selection Committee (STP PSC) and administered by CMAP staff, and the
13 Local Program, which is made up of twelve individual programs that are developed,
14 programmed, and administered by the councils of mayors (councils) and Chicago Department of
15 Transportation (CDOT). To facilitate active program management, each program of projects
16 should be made up of two distinct programs: an active five-year, fiscally constrained program,
17 and a contingency program of projects that can move forward into the active program if
18 additional funds become available. The steps for development of a sample program are included
19 in Appendix A.

20 **Calls for Projects**

21 CMAP, the councils, and CDOT will solicit for project applications starting in January for the next
22 five federal fiscal years (FFYs). Final applications will be due at the end of March. From April
23 through August, evaluations, development of recommended programs, appropriate committee
24 reviews, and public comment will occur. A CMAP TIP Amendment(s) to incorporate the
25 recommended program(s) will be prepared in the fall for CMAP Transportation Committee
26 consideration¹. The Transportation Committee will be asked to recommend approval of the
27 program(s) and the TIP amendment(s) to the CMAP Programming Committee and MPO Policy
28 Committee. Final approval of the program(s) will occur when the MPO Policy Committee takes
29 action on the TIP Amendment(s) in October. The schedule is illustrated in Table 1.

¹ In accordance with conformity analysis requirements, proposed new projects and previously programmed projects with significant changes to scope and/or schedule that include not exempt work types cannot be included in the TIP until the next semi-annual conformity analysis. These projects will be identified and recommended for inclusion in the CMAP, council, or CDOT program, contingent upon the next conformity determination. Based on the semi-annual conformity amendment schedule, CMAP staff strongly encourages selecting bodies to prohibit the programming of new not exempt projects in the first year of any program.

	Shared Fund	Council Programs	CDOT Programs
Call for Projects Issued	January 2019	January 2020	n/a - internal
Project Applications Due	March 2019	March 2020	n/a - internal
Project evaluation and ranking	April – August 2019	April – August 2020	April – August 2020
Staff recommended active and contingency programs published for review	CMAP staff and the STP Project Selection Committee	Council staff and Council Committees	CDOT staff and internal CDOT committee(s)
Committee reviews			
Public Comment			
Committee approvals of final active program for inclusion in the CMAP TIP and final contingency program			
CMAP TIP Amendment (excluding contingency projects, and projects requiring conformity analysis) considered	September 2019 CMAP Transportation Committee	September 2020 CMAP Transportation Committee	September 2020 CMAP Transportation Committee
Final Approval of TIP Amendment	October 2019 MPO Policy Committee	October 2020 MPO Policy Committee	October 2020 MPO Policy Committee
<i>If needed:</i> Semi-annual conformity analysis release for public comment	January 2020 CMAP Transportation Committee	January 2021 CMAP Transportation Committee	January 2021 CMAP Transportation Committee
<i>If needed:</i> Approval of semi-annual conformity analysis	March 2020 MPO Policy Committee	March 2021 MPO Policy Committee	March 2021 MPO Policy Committee

31
 32 Project evaluations shall be based on published ranking and programming methodologies. It is
 33 anticipated that a staff recommended active program of projects and contingency program will
 34 be announced at the conclusion of the evaluation period. Appropriate committee reviews and a
 35 public comment period of at least 30 days will follow, with final council, CDOT, and/or STP
 36 Project Selection Committee approval of recommended programs for inclusion in the CMAP TIP
 37 completing the review process.

38 While it is expected that the City of Chicago will not hold a traditional call for projects, a staff
39 recommended active and contingency programs (defined below) shall be developed. These
40 programs will be subject to public comment and amended into the CMAP TIP on the same
41 schedule as the council programs.

42 Calls for shared fund projects will be issued and administered by CMAP in odd-numbered years,
43 beginning in 2019. Calls for local program projects will be issued and administered by the
44 individual councils and CDOT in even-numbered years, beginning in 2020. It is anticipated that
45 the initial calls for shared fund projects in 2019 and local program projects in 2020 will include
46 scoring provisions for targeting programming of “in progress” projects in the first two to three
47 federal fiscal years (FFYs) and new projects in the last two to three FFYs, and that subsequent
48 calls for projects will be primarily focused on adding two new “out years” to the program. These
49 provisions will be described in methodologies as “grandfathering” provisions.

50 **Active Programs**

51 The result of each Call for Projects will be the development of a fiscally constrained multi-year
52 program of projects to be completed, in whole or in part, with STP funds. Active programs will
53 be included in the region’s TIP and are therefore subject to fiscal constraint. The amount of
54 funding programmed in each FFY should be based on each program’s projected available funding
55 levels provided by CMAP. The first year of the active program will be considered the “current
56 year” and will be subject to obligation deadlines described in the Program Management section
57 of this document. The next four years will be considered the “out years”. Project phases
58 programmed in out years are not subject to obligation deadlines and can be actively
59 reprogrammed in other out years at any time, subject to each year of the multi-year program
60 maintaining fiscal constraint at all times.

61 Since the active program contains projects selected through a performance-based ranking
62 process, sponsors of project phases that are programmed in out years should reaffirm their
63 commitment to the scheduled implementation in subsequent calls, but should not be required to
64 re-apply, as described in the Program Management section of this document.

65 **Contingency Programs**

66 It is anticipated that during each call for projects there will be more applications than can be
67 programmed within the years of the call cycle. Additionally, in order to facilitate the region's
68 goal of obligating 100% of available funding each year, selecting bodies can effectively "over
69 program" by developing a contingency program of projects during each call cycle. The
70 contingency program should include, in rank order, the next highest ranked projects that were
71 unable to be funded in the CFP due to fiscal constraint. Sponsors of contingency projects must
72 be committed to keeping projects active and moving forward toward obligation of federal
73 funding in the two years between calls for projects. If sponsors of potential contingency program
74 projects are not committed to moving forward, for example because funding was requested in an
75 out year, those projects should not be included in the contingency program. Projects requiring a

76 conformity determination cannot be included in any contingency program, unless those projects
77 are already included in the current conformed TIP. Projects, or phases of projects, that did not
78 apply for funding during a call for projects cannot be added to a contingency program until the
79 next applicable call for projects.

80 Inclusion of a project in a contingency program is not a guarantee of future federal funding for
81 any phase of a project. The contingency program will expire with each subsequent call for
82 projects. Projects included in the contingency program from the prior CFP must reapply for
83 funding consideration during the next call. If the first phase of a project in the contingency
84 program is moved to the active program, there is no guarantee that the subsequent phases will
85 be funded via the contingency program or future active programs. Each selecting body may
86 determine if points will be awarded for phases completed or in-progress at the time of each CFP,
87 but there shall be no “automatic” reprogramming from the contingency program to the active
88 program.

89 Active projects that are reprogrammed in the contingency program, either voluntarily, or due to
90 missing an obligation deadline, must also reapply for funding consideration during the next call.
91 This reapplication will reset all deadlines associated with project phases and make phases eligible
92 for obligation deadline extensions, as discussed in more detail in the Program Management
93 section of this document. If unsuccessful with future applications for STP funding, the sponsor
94 may complete the project using another fund source(s). If the project is not completed within the
95 timeframe required by federal law, the sponsor will be required to pay back federal funds used
96 for previous phases of the project.

97 **Project Management**

98 Transportation projects can take many years to implement. With an understanding of the federal
99 process, strong advocacy, and good project management, projects can be more successful in
100 moving from conception to implementation. The relationship and communication between the
101 technical staff, the financial staff, and the elected officials that set priorities and make budget
102 decisions must also be strong.

103 **Training**

104 Stakeholders throughout the region, including public and private sector implementers, have
105 indicated that a thorough understanding of the project implementation process is critical for the
106 successful completion of projects. An understanding of the process leads to realistic expectations
107 and better overall scheduling and project planning. In partnership with FHWA, IDOT, and the
108 Councils, CMAP will develop and provide project implementation training classes and materials
109 for project sponsors and the consulting community and will encourage selecting bodies to require
110 participation by funding applicants as a part of their project selection methodologies.

111 **Designated Project Managers**

112 Communication is critical at all levels of project implementation. Throughout project
113 implementation there are a number of agencies and individuals involved in the process, including
114 state and federal staff, CMAP programming staff, councils of mayors' staff and officials,
115 consulting firms, sponsor staff, elected leaders, and the public. The staff of the various agencies
116 will monitor project progress and finances. To facilitate comprehensive understanding and
117 communication regarding projects, each sponsor shall designate the following from their staff
118 upon inclusion in an active or contingency program:

- 119 1. A *Technical Project Manager* that will be responsible for overseeing the implementation of
120 the project, managing any consultants involved in the project, ensuring that all federal,
121 state, and local requirements are met and, in conjunction with the Financial Project
122 Manager, ensuring that the required agreements between the sponsor agency and IDOT
123 are approved and executed in an appropriate and timely manner.
- 124 2. A *Financial Project Manager* that will be responsible for ensuring that any required local
125 matching funds are included in the sponsor agency budget in the appropriate fiscal year(s)
126 in which federal obligation and/or project expenditures will occur, and, in conjunction
127 with the Technical Project Manager, that the required agreements between the sponsor
128 agency and IDOT are approved and executed in an appropriate and timely manner.

129 The Technical Project Manager and Financial Project Manager generally should not be the same
130 person, unless the Technical Project Manager has a direct role in developing the sponsor's budget
131 and/or securing local funding. For each project phase utilizing consulting services, a Consultant
132 Project Manager must also be designated.

133 The project managers must be reported to the selecting body staff and should also be documented
134 in the CMAP eTIP database. In the event of staff changes, a new designee(s) shall be assigned as
135 soon as possible. These managers should be familiar with the federally funded project
136 implementation process and are strongly encouraged to take advantage of training opportunities,
137 even if not required by the selecting body for their project(s).

138 Required project status updates described below may only be submitted by one of these
139 managers, and all managers are jointly responsible for the content and timely submittal of
140 updates. Correspondence from the selecting body and/or CMAP regarding project status,
141 upcoming programming deadlines, or any other information regarding the programming status
142 of projects will be sent to each of these managers. Correspondence from the selecting body and/or
143 CMAP regarding the technical details of projects may be sent only to the Technical Project
144 Manager and/or Consultant Project Manager, as appropriate.

145 **Status Updates**

146 Upon inclusion of any phase of a project within an active or contingency program, quarterly
147 status updates detailing initial (time of application) estimated dates, current adjusted estimated

148 dates (based on progress made since the application was submitted), and actual accomplishment
 149 dates of all project milestones, regardless of the phase(s) programmed with STP funds, shall be
 150 submitted by one of the project's designated project managers through CMAP's eTIP website.
 151 These updates are required to be submitted in December, March, June, and September of every
 152 federal fiscal year. Updates submitted any day within the required month will be considered to
 153 have met the deadline. Updates submitted in any other month of the year will not be considered
 154 an official quarterly update.

155 Submittals shall be verified by the eTIP programmer assigned to the project sponsor (typically
 156 the council planning liaison or CDOT's Coordinating Planner, Capital Programming) in
 157 consultation with IDOT District 1 or District 3 Bureau of Local Roads and Streets (BLRS) staff.
 158 Status updates may be submitted more often than required, at the selecting body's and/or
 159 sponsor's discretion. Status updates must be submitted even if no progress has been made since
 160 the prior update. Failure to submit required status updates, as outlined in Table 2, may result in
 161 significant project delay or the loss of funding for current and subsequent phases of projects.

162 *Table 2: Proposed consequences for not submitting required status updates*

	If required quarterly updates are not submitted...
Projects with any phase programmed in the current FFY	The project phase, and all subsequent phases, will be moved from the active program to the contingency program. Funds programmed in the CMAP TIP for these phases will be moved to "MYB", and a formal TIP amendment ² will be required to reinstate these phases.
Projects with any phase(s) programmed in an out year (years 2 – 5)	The project phase, and all subsequent phases, will be removed from the active program. Out year projects removed will <i>not</i> be placed in the contingency program, and must re-apply for funding during the next CFP.
Contingency projects	The project phase, and all subsequent phases, will be removed from the contingency program, and must re-apply for funding during the next CFP.

163
 164 **Program Management**
 165 **Obligation Deadlines**

166 Any project phase(s) programmed in the current FFY on or after the first day (October 1) of that
 167 FFY is required to fully obligate³ the programmed federal funds prior to the end of that FFY

² TIP Amendments occur approximately every 6-8 weeks at meetings of the CMAP Transportation Committee. Meeting schedules and TIP change due dates are published on the CMAP web site.
³ For the purposes of meeting APM obligation deadlines, a project phase is considered to be "obligated" if federal funds have been authorized as "current" or "Advance Construction (AC)" in FHWA's FMIS database or the project phase has been included in an approved FTA grant. The entire phase must be obligated, up to the programmed amount or the final engineer's estimate, whichever is less, to be considered fully funded. "Staged" construction, or "combined" engineering phases are not considered fully obligated until all stages/phases are fully obligated.

168 (September 30). Table 3 describes the action(s) necessary to obligate each phase, and the
 169 milestone deadlines that should be met in order to meet the obligation requirement.

170 *Table 3: Phase-specific obligation actions, milestones, and associated deadlines*

Phase	Obligation Action	Milestone(s)	Milestone Deadline
Phase 1 Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase 1 QBS* completed	1. Before submitting draft agreements
		2. Draft agreements submitted to IDOT district (3-6 month review)	2. June 30 (approx.)
Phase 2 Engineering	Execution of Local Agency Agreement and Engineering Agreement	1. Phase 2 QBS completed	1. Before submitting draft agreements (may be completed with Phase 1 QBS*; may begin before DA received)
		2. Phase 1 Design Approval (DA) received	2. Before submitting draft agreements
		3. Draft agreements submitted to IDOT district (3-6 month review)	3. June 30 (approx.)
Right-of-Way	Execution of Local Agency Agreement	1. Phase 1 Design Approval (DA) received	1. Before submitting documents and draft agreement
		2. Approved plats and legals, cost estimates, and documentation of use of approved firms	1. Before submitting draft agreement
		3. Draft agreements submitted to IDOT district (3-6 month review)	2. June 30 (approx.)
Construction (state let)	Execution of Local Agency Agreement (Approx. 6 weeks prior to letting)	1. Phase 2 pre-final plans submitted	1. Date specified on the IDOT Region 1 Letting Schedule for the November state letting (typically early-June)
Construction (local let)	For construction phases that will be locally let, the sponsor must reasonably demonstrate that construction funds will be authorized within the federal fiscal year.		

171 *QBS: Qualifications Based Selection

172 If these milestones are not anticipated to be achieved, based on the March status update, the
173 project sponsor may by a TBD date in April:

- 174 1. Request a six (6) month extension of the phase obligation deadline.
175 a. For Phase 1 Engineering, Phase 2 Engineering, and Right-of-Way, the extended
176 deadline will be March 30 of the following calendar year.
177 b. For Construction/Construction Engineering, the extended deadline will be the
178 federal authorization date for the April state letting in the following calendar
179 year.

180 Programmed funds will be eligible to be carried over (subject to carryover limitations
181 described later in this document) to the next FFY if the request is approved. Each project
182 phase may only be granted one extension. If an extended project phase misses the
183 extended obligation deadline, the phase, and all subsequent phases of the project, will
184 immediately be moved to the contingency program, and the funds programmed in the
185 current year will be removed from the selecting body's programming mark. If not moved
186 back into the active program prior to the next call for projects, the sponsor must reapply
187 for funding consideration.
188

- 189 2. Request the current phase and all subsequent phases be immediately removed from the
190 active program and placed in the contingency program. Programmed funds will not be
191 automatically carried over, but will be available for immediate active reprogramming in
192 the current FFY as described below. The obligation deadline for the phase will be
193 removed, and the phase will remain eligible for a future extension request. If not moved
194 back into the active program prior to the next call for projects, the sponsor must reapply
195 for funding consideration.
196

- 197 3. Proceed at their own risk. If the programmed funds are not obligated as of September 30,
198 the programmed phase and all subsequent phases will be removed from the active
199 program, and will not be added to the contingency program. Programmed funds will not
200 be carried over or available for reprogramming, and will be permanently removed from
201 the selecting body's programming mark. The sponsor may reapply for funding during
202 the next call for projects.

203 Requests for extensions will be reviewed by selecting body staff, in consultation with CMAP,
204 IDOT, and/or FHWA staff as needed, and will be granted based only on the ability of the sponsor
205 to meet the extended obligation deadline. The reason for delay, whether within sponsor control
206 or not, shall not be a factor in decisions to grant extensions. If an extension request is denied by
207 staff, the sponsor may appeal to the selecting body, or may choose another option.

208 Following review of the March status updates, and any subsequent requests for extensions,
209 sponsors of project phases included in the Contingency Program that have indicated potential for
210 current year obligation of funds will be notified of the possible availability of funding and will be

211 encouraged to take necessary actions to prepare for obligation of funds between June and
212 October. Program changes to move project phases from the Contingency Program to the Active
213 Program will occur no later than June 30. Formal TIP Amendments will be required to move
214 contingency project phases into the current year of the TIP, the current CMAP TIP Amendment
215 schedule should be considered when making re-programming decisions.

216 Requests after the April deadline may be considered at the discretion of the selecting body.

217 **Active Reprogramming**

218 It is the goal of the region to obligate 100% of the federal STP funding allotted to the region each
219 year. Recognizing that implementation delays can and do occur, selecting bodies shall have the
220 flexibility to actively reprogram funds. Active reprogramming can occur at any time, and
221 requires that the selecting body publish an updated active program and updated contingency
222 program prior to making TIP changes associated with the reprogramming. Unless specifically
223 prohibited by policies of the selecting body, staff of the selecting body shall have the authority to
224 publish program updates without selecting body action.

225 Within the current FFY, active reprogramming can be used for:

- 226 • Cost changes for already obligated phases
- 227 • Cost changes for current FFY phases that are expected to meet the obligation deadline
- 228 • Accelerating phases programmed in out years of the active program that are ready to
229 obligate in the current FFY
- 230 • Accelerating phases included in the contingency program that are ready to obligate in the
231 current FFY

232 When considering active reprogramming, the fiscal constraint of the program must be
233 maintained at all times. It may be necessary to move another project phase(s) out of the current
234 FFY in order to accommodate ready to obligate phases. When an individual council, CDOT, or
235 the Shared Fund has obligated 100% of the current year's programming mark, that body may
236 request additional funding from the shared fund, as described in the Carryover Limitations and
237 Redistribution of Unobligated Funding section of this document.

238 Within out years of the active program, reprogramming from one out year to another out year or
239 making cost changes in out years shall be limited only by fiscal constraint in those years.

240 Selecting bodies have discretion in determining the relative priority of active reprogramming
241 techniques. Any project phase(s) moved into the current FFY through active reprogramming is
242 subject to the same obligation deadlines as all other current year phases.

243 Each call for projects is an additional opportunity to request reprogramming in a different FFY.
244 Sponsors may request to have project phases reprogrammed in a different FFY, based on the
245 implementation status of those projects, without the need to re-apply or be re-ranked as long as

246 the sponsor reaffirms their commitment to completing the project according to the requested
247 schedule.

248 In the event that a project included in the active program has not started phase 1 engineering (or
249 equivalent) since the prior call for projects, whether that phase is to be federally or locally funded,
250 that project must re-apply in the next call, except if:

- 251 1. The project is for pavement preservation techniques that were selected and programmed
252 in out years to align with sponsor/subregional/regional pavement management system
253 recommendations; or
- 254 2. STP-funded phase 1 engineering was programmed in an out year during a prior CFP.

255 Where required above, sponsors may reaffirm their commitment to completing a project(s)
256 according to the requested schedule(s) by:

- 257 • Submitting a resolution specific to the project(s) and schedule(s);
- 258 • Submitting a resolution or appropriate record of elected body action within one year of
259 the CFP adopting a Capital Improvements Program (CIP), or similar, containing the
260 project(s); or
- 261 • Submitting a letter signed by the Village Manager/Administrator, Clerk,
262 Mayor/President, or similar, that addresses the sponsor's commitment to the project(s)
263 and schedule(s).

264 For sponsors with multiple projects being reaffirmed, a single resolution or letter may be
265 submitted that addresses each project. Selecting bodies shall have discretion to require additional
266 affirmations, such as sponsor commitment to fund cost increases.

267 **Carryover Limitations and Redistribution of Unobligated Funding**

268 Each selecting body is responsible for obligating 100% of the funding available to it each FFY.
269 The amount of unobligated funding at the end of each FFY that can be carried over to the next
270 year shall be limited to the selecting body's allotment (not including prior year carryover) for the
271 year. Funds can only be carried over under the following circumstances:

- 272 1. The unobligated funds were programmed for a project(s) that was granted an extension.
- 273 2. The unobligated funds are the result of an "obligation remainder" that occurs when the
274 actual federal obligation was less than the funding programmed for the project phase.
- 275 3. The unobligated funds were unprogrammed at the end of the FFY due to one of the
276 following:
 - 277 a. The cost of ready to obligate project(s) exceeds the unprogrammed balance
278 available, no funds are available from the shared fund to fill the gap, and the
279 selecting body has not accessed the shared fund in the current FFY; or

280 b. No projects are ready to obligate the available funds, but the selecting body can
281 demonstrate a reasonable expectation for using the carried over funds in the
282 following FFY.

283 The selecting body must “pay back” any shared funds used in the current FFY before carrying
284 over any unprogrammed balance. Any unobligated funding resulting from other circumstances,
285 or in excess of the maximum allowed, will be removed from the selecting body’s programming
286 mark and redistributed to the shared fund, where it will be available to all selecting bodies as
287 described below.

288 Funds carried over with an extended project will expire on the obligation deadline of the
289 extension. All other funds carried over will expire on March 31 of the following calendar year.
290 Expired carryover that remains unobligated will be removed from the selecting body’s balance
291 on the expiration date and will be placed in the shared fund where it will be available to all
292 selecting bodies as described below.

293 **Accessing Unobligated Funds**

294 Unobligated funds which are redistributed to the shared fund can be used for project cost
295 increases or to advance ready to obligate local program and shared fund projects if all of the
296 selecting body’s current year funds have been obligated, including any funds carried over from
297 the previous FFY. Access to funds redistributed to the shared fund will be on a “first ready, first
298 funded” basis. Requests can only be made when obligation of funds is imminent. CMAP staff
299 will determine if funds are available and will approve requests upon verification of obligation
300 readiness. In the event that there are more requests for funds than those available, priority shall
301 be given as follows:

- 302 • Regional program projects shall be accommodated before local program projects
- 303 • Construction phases shall be accommodated before right-of-way, right-of-way before
304 phase 2 engineering, and phase 2 engineering before phase 1 engineering
- 305 • Cost increases shall be accommodated before advancing active or contingency project
306 phases
- 307 • Active out year phases shall be accommodated before contingency project phases
- 308 • Readiness for obligation will have more weight than the date of the request for funding

309 Shared funds may be requested for increases in STP-eligible costs at the time of obligation, based
310 on the IDOT approved estimated cost at the time, or for cost increases after obligation due to
311 higher than estimated bids, change orders, or engineering supplements. STP funds cannot be
312 requested for increased costs on project elements specifically funded with other sources (such as
313 CMAQ, TAP, Economic Development, ICC, Invest in Cook, etc.). Cost increases from the shared
314 fund are limited to the lesser of 20% of the programmed STP funds or the project’s selecting
315 body’s maximum increase amount. For example, if the project was selected by a local council
316 that limits individual projects to \$1.5 million in STP funds, the shared fund cannot be used to

317 provide funds beyond that \$1.5 million limit. Shared funds may also be requested to advance
318 ready to obligate phases from out years of any selecting body's active program or from any
319 selecting body's contingency program.

320 If a project sponsor requests and receives shared funds, but is unable to obligate those funds by
321 the end of the current FFY, future requests from that sponsor may be denied. Extended phases
322 that missed the extended obligation deadline are never eligible to utilize shared funds.

323 **Additional Provisions**

324 **Grant Accountability and Transparency Act (GATA)**

325 All sponsor agencies applying for federal funding must have completed Illinois GATA pre-
326 qualification and Fiscal and Administration Risk Assessment (ICQ) for the current year prior to
327 submitting an application, and must maintain qualified status each subsequent year, until all
328 phases of the selected project(s) are complete. Failure to maintain qualified status will result in
329 all programmed funds being withdrawn from all phases of all projects programmed for the
330 sponsor, whether programmed in the shared fund or local program.

331 All sponsor agencies with a project(s) included in a recommended program(s) must complete the
332 GATA Programmatic Risk assessment by the first day (October 1) of the federal fiscal year in
333 which the first federally funded phase is programmed and must agree to and comply with any
334 special conditions that are imposed as a result of the assessment.

335 **Qualifications Based Selection (QBS)**

336 Local agencies utilizing federal funds for any engineering phase must use Qualifications Based
337 Selection (QBS) procedures for hiring the consultant for each federally funded phase. The QBS
338 process can begin prior to the start of the FFY in which the engineering phase is programmed in
339 order to facilitate execution of local agency and engineering agreements as soon as possible after
340 the start of the FFY.

341 **Assistance for Disadvantaged Communities**

342 As part of the agreement for locally programmed Surface Transportation Program (STP-L)
343 funding approved in October 2017, the parties agreed that providing assistance to disadvantaged
344 communities so that they may have more opportunities to access the federal funds was a desired
345 outcome. While not the only barrier to reinvesting in local infrastructure, supplying the required
346 match can be challenging and may discourage local officials in disadvantaged communities from
347 seeking funding for needed projects.

348 Federal law allows states to accrue transportation development credits (TDCs), also known as
349 "Toll Credits", when capital investments are made on federally approved tolled facilities. The
350 TDCs can be used in place of the 20 percent local/state match and a project can be funded at
351 essentially 100 percent federal funds. The Illinois Tollway has historically generated a great deal
352 of these credits, considerably more than are used in a given year, but the current Illinois

353 Department of Transportation policy does not allow them to be used on local roads projects.
354 CMAP is currently working with IDOT to revise state policies to allow some use of TDCs for local
355 roads projects. By using TDCs, the northeastern Illinois region understands that the overall STP
356 funds available for programming will be reduced, so the region must judiciously use them.

357 Specific policies of the use of TDCs in the STP program will be presented, and included here,
358 following CMAP and IDOT collaboration to revise state policies.

Draft for Discussion

Appendix A – Sample Program Development

Step 1: Projects are scored, and sorted by rank

SAMPLE Project Ranking

<u>Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>FFY</u>	<u>Total Cost</u>	<u>STP Request</u>	<u>Points</u>	<u>Rank</u>
Project 1	E1	Sponsor E	2019	\$285,000	Local	98	1
Project 1	E2	Sponsor E	2021	\$285,000	Local	98	1
Project 1	CON/CE	Sponsor E	2022	\$3,563,000	\$2,850,000	98	1
Project 2	E1	Sponsor G	2023	\$250,000	\$200,000	95	2
Project 2	E2	Sponsor G	2024	\$250,000	\$200,000	95	2
Project 2	CON/CE	Sponsor G	2025	\$2,500,000	\$2,000,000	95	2
Project 3	E1	Sponsor C	2018	\$400,000	Local	90	3
Project 3	E2	Sponsor C	2021	\$480,000	\$360,000	90	3
Project 3	ROW	Sponsor C	2019	\$2,000,000	Local	90	3
Project 3	CON/CE	Sponsor C	2021	\$4,800,000	\$3,600,000	90	3
Project 4	E1	Sponsor D	2017	\$118,546	\$94,837	88	4
Project 4	E2	Sponsor D	2019	\$115,000	Local	88	4
Project 4	CON/CE	Sponsor D	2021	\$1,536,800	\$1,150,000	88	4
Project 5	E1	Sponsor A	2019	\$580,000	Local	87	5
Project 5	E2	Sponsor A	2021	\$954,000	\$690,000	87	5
Project 5	ROW	Sponsor A	2022	\$324,000	\$250,000	87	5
Project 5	CON/CE	Sponsor A	2023	\$5,874,000	\$4,699,200	87	5
Project 6	E1	Sponsor A	2018	\$208,550	Local	85	6
Project 6	E2	Sponsor A	2020	\$210,000	Local	85	6
Project 6	CON/CE	Sponsor A	2021	\$2,625,000	\$2,100,000	85	6
Project 7	E1	Sponsor C	2020	\$200,000	Local	70	7
Project 7	E2	Sponsor C	2021	\$200,000	Local	70	7

Project 7	CON/CE	Sponsor C	2022	\$2,475,000	\$1,900,000	70	7
Project 8	E1	Sponsor B	2018	\$79,850	Local	65	8
Project 8	E2	Sponsor B	2019	\$80,000	Local	65	8
Project 8	CON/CE	Sponsor B	2021	\$1,347,800	\$700,000	65	8
Project 9	E1	Sponsor H	2020	\$180,000	Local	62	9
Project 9	E2	Sponsor H	2021	\$187,500	\$150,000	62	9
Project 9	ROW	Sponsor H	2022	\$1,000,000	\$800,000	62	9
Project 9	CON/CE	Sponsor H	2023	\$1,875,000	\$1,500,000	62	9
Project 10	E1	Sponsor K	2021	\$180,000	Local	61	10
Project 10	E2	Sponsor K	2022	\$180,000	Local	61	10
Project 10	CON/CE	Sponsor K	2023	\$2,250,000	\$1,800,000	61	10
Project 11	E1	Sponsor I	2023	\$625,000	\$500,000	60	11
Project 12	E1	Sponsor J	2019	\$400,000	Local	58	12
Project 12	E2	Sponsor J	2020	\$400,000	Local	58	12
Project 12	ROW	Sponsor J	2021	\$3,200,000	Local	58	12
Project 12	CON/CE	Sponsor J	2023	\$5,000,000	\$4,000,000	58	12
Project 13	E1	Sponsor B	2021	\$1,000,000	\$800,000	55	13
Project 14	E1	Sponsor C	2021	\$500,000	\$400,000	48	14
Project 14	E2	Sponsor C	2022	\$500,000	\$400,000	48	14
Project 14	CON/CE	Sponsor C	2023	\$5,000,000	\$4,000,000	48	14
Project 15	E1	Sponsor C	2024	\$800,000	\$640,000	47	15
Project 15	E2	Sponsor C	2025	\$800,000	\$640,000	47	15
Project 15	CON/CE	Sponsor C	2026	\$5,000,000	\$4,000,000	47	15
Project 16	E1	Sponsor J	2022	\$400,000	Local	45	16
Project 16	E2	Sponsor J	2023	\$400,000	Local	45	16
Project 16	ROW	Sponsor J	2023	\$3,200,000	Local	45	16
Project 16	CON/CE	Sponsor J	2024	\$5,000,000	\$4,000,000	45	16
Project 17	CON/CE	Sponsor K	2025	\$3,000,000	\$2,350,000	40	17

Step 2: Individual phases are grouped by requested FFY, and sorted by rank

SAMPLE Project Ranking (grouped by requested FFY)

Projects	Phase	Sponsor	FFY	Total Cost	STP Request	Cumulative	Rank
<u>FFY 2021</u>							
Project 3	E2	Sponsor C	2021	\$480,000	\$360,000	\$360,000	3
Project 4	CON/CE	Sponsor D	2021	\$1,536,800	\$1,150,000	\$1,510,000	4
Project 5	E2	Sponsor A	2021	\$954,000	\$690,000	\$2,200,000	5
Project 6	CON/CE	Sponsor A	2021	\$2,625,000	\$2,100,000	\$4,300,000	6
Project 8	CON/CE	Sponsor B	2021	\$1,347,800	\$700,000	\$5,000,000	8
Project 9	E2	Sponsor H	2021	\$187,500	\$150,000	\$5,150,000	9
Project 13	E1	Sponsor B	2021	\$1,000,000	\$800,000	\$5,950,000	13
Project 14	E1	Sponsor C	2021	\$500,000	\$400,000	\$6,350,000	14
<u>FFY 2022</u>							
Project 1	CON/CE	Sponsor E	2022	\$3,563,000	\$2,850,000	\$2,850,000	1
Project 3	CON/CE	Sponsor C	2022	\$4,800,000	\$2,000,000	\$4,850,000	3
Project 5	ROW	Sponsor A	2022	\$324,000	\$250,000	\$5,100,000	5
Project 7	CON/CE	Sponsor C	2022	\$2,475,000	\$1,900,000	\$7,000,000	7
Project 9	ROW	Sponsor H	2022	\$1,000,000	\$800,000	\$7,800,000	9
Project 14	E2	Sponsor C	2022	\$500,000	\$400,000	\$8,200,000	14
<u>FFY 2023</u>							
Project 2	E1	Sponsor G	2023	\$250,000	\$200,000	\$200,000	2
Project 5	CON/CE	Sponsor A	2023	\$5,874,000	\$4,699,200	\$4,899,200	5
Project 9	CON/CE	Sponsor H	2023	\$1,875,000	\$1,500,000	\$6,399,200	9
Project 10	CON/CE	Sponsor K	2023	\$2,250,000	\$1,800,000	\$8,199,200	10
Project 11	E1	Sponsor I	2023	\$625,000	\$500,000	\$8,699,200	11
Project 12	CON/CE	Sponsor J	2023	\$5,000,000	\$4,000,000	\$12,699,200	12
Project 14	CON/CE	Sponsor C	2023	\$5,000,000	\$4,000,000	\$16,699,200	14

FFY 2024							
Project 2	E2	Sponsor G	2024	\$250,000	\$200,000	\$200,000	2
Project 15	E1	Sponsor C	2024	\$800,000	\$640,000	\$840,000	15
Project 16	CON/CE	Sponsor J	2024	\$5,000,000	\$4,000,000	\$4,840,000	16
FFY 2025							
Project 2	CON/CE	Sponsor G	2025	\$2,500,000	\$2,000,000	\$2,000,000	2
Project 15	E2	Sponsor C	2025	\$800,000	\$640,000	\$2,640,000	15
Project 17	E2	Sponsor K	2025	\$3,000,000	\$2,350,000	\$4,990,000	17
Beyond Program Years							
Project 15	CON/CE	Sponsor C	2026	\$5,000,000	\$4,000,000	\$4,000,000	15

Step 3: Each FFY of the Active Program is filled in, up to the available funding mark, and remaining project phases are placed in a contingency program by rank.

SAMPLE
FFY 21-25 Surface Transportation Program (STP) Program
Active Program - October 2020

Federal Fiscal Year 21		FFY21 Estimated Mark		\$	5,000,000		
Oct 1, 2020 - Sept 30, 2021		FFY20 Carryover		+	\$		-
		FFY21 Estimated Balance			\$		5,000,000
FFY21 Projects	Phase	Sponsor	Tgt Let/Ob		Total Cost	Pgm STP	Notes
Project 3	E2	Sponsor C	6/1/2021	\$	480,000	\$ 360,000	Ob Deadline: 9/30/21
Project 4	CON/CE	Sponsor D	6/1/2021	\$	1,536,800	\$ 1,150,000	Ob Deadline: 9/30/21
Project 5	E2	Sponsor A	8/1/2021	\$	954,000	\$ 690,000	Ob Deadline: 9/30/21
Project 6	CON/CE	Sponsor A	3/1/2021	\$	2,625,000	\$ 2,100,000	Ob Deadline: 9/30/21
Project 8	CON/CE	Sponsor B	4/1/2021	\$	1,347,800	\$ 700,000	Ob Deadline: 9/30/21
Total FFY21 Program				\$	6,943,600	\$	5,000,000
FFY21 Unprogrammed Balance						\$	-

Federal Fiscal Year 22	FFY22 Estimated Mark		\$	5,000,000
Oct 1, 2021 - Sept 30, 2022	FFY21 Carryover		+ \$	-
	FFY22 Estimated Balance		\$	5,000,000

<u>FFY22 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>		<u>Pgm STP</u>	<u>Notes</u>
Project 1	CON/CE	Sponsor E	1/1/2022	\$	3,563,000	\$	2,850,000	
Project 3	CON/CE	Sponsor C	6/1/2022	\$	4,800,000	\$	1,900,000	Req. \$2M - constrained
Project 5	ROW	Sponsor A	11/1/2021	\$	324,000	\$	250,000	
Total FFY22 Program				\$	10,777,000	\$	5,000,000	
FFY22 Unprogrammed Balance						\$	-	

Federal Fiscal Year 23	FFY23 Estimated Mark		\$	5,000,000
Oct 1, 2023 - Sept 30, 2023	FFY22 Carryover		+ \$	-
	FFY23 Estimated Balance		\$	5,000,000

<u>FFY23 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>		<u>Pgm STP</u>	<u>Notes</u>
Project 2	E1	Sponsor G	5/1/2023	\$	375,000	\$	300,000	
Project 5	CON/CE	Sponsor A	6/1/2023	\$	5,874,000	\$	4,699,200	
Total FFY23 Program				\$	6,249,000	\$	4,999,200	
FFY23 Unprogrammed Balance						\$	800	

Federal Fiscal Year 24	FFY24 Estimated Mark		\$	5,000,000
Oct 1, 2023 - Sept 30, 2024	FFY23 Carryover		+ \$	800
	FFY24 Estimated Balance		\$	5,000,800

<u>FFY24 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u>	<u>Notes</u>
Project 2	E2	Sponsor G	5/1/2024	\$	250,000	\$ 200,000	
Project 15	E1	Sponsor C	1/1/2024	\$	800,000	\$ 640,000	
Project 16	CON/CE	Sponsor J	7/1/2024	\$	5,000,000	\$ 4,000,000	
	Total FFY24 Program			\$	6,050,000	\$ 4,840,000	
	FFY24 Unprogrammed Balance					\$ 160,800	

Federal Fiscal Year 25	FFY25 Estimated Mark		\$	5,000,000
Oct 1, 2024 - Sept 30, 2025	FFY24 Carryover		+ \$	160,800
	FFY25 Estimated Balance		\$	5,160,800

<u>FFY25 Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Total Cost</u>	<u>Pgm STP</u>	<u>Notes</u>
Project 2	CON/CE	Sponsor G	6/1/2025	\$	2,500,000	\$ 2,000,000	
Project 15	E2	Sponsor C	3/1/2025	\$	800,000	\$ 640,000	
Project 17	E2	Sponsor K	8/1/2025	\$	3,000,000	\$ 2,350,000	
	Total FFY25 Program			\$	6,300,000	\$ 4,990,000	
	FFY25 Unprogrammed Balance					\$ 170,800	

SAMPLE
FFY 21-25 Surface Transportation Program (STP) Program
Contingency Program - October 2020 - Expires 9/30/2022

<u>Contingency Projects</u>	<u>Phase</u>	<u>Sponsor</u>	<u>Tgt Let/Ob</u>		<u>Requested Total</u>		<u>Requested STP</u>	<u>Notes</u>
Project 7	CON/CE	Sponsor C	2022	\$	2,475,000	\$	1,900,000	
Project 9	E2	Sponsor H	2021	\$	187,500	\$	150,000	
Project 9	ROW	Sponsor H	2022	\$	1,000,000	\$	800,000	
Project 9	CON/CE	Sponsor H	2023	\$	1,875,000	\$	1,500,000	
Project 11	E1	Sponsor I	2023	\$	625,000	\$	500,000	
Project 13	E1	Sponsor B	2021	\$	1,000,000	\$	800,000	
Project 14	E1	Sponsor C	2021	\$	500,000	\$	400,000	
Project 14	E2	Sponsor C	2022	\$	500,000	\$	400,000	
Project 14	CON/CE	Sponsor C	2023	\$	5,000,000	\$	4,000,000	
		FFY21 Potential Obligations		\$	1,687,500	\$	1,350,000	
		FFY22 Potential Obligations		\$	3,975,000	\$	3,100,000	
		Other Potential Obligations		\$	6,875,000	\$	5,500,000	



16111 Nelson Road
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T: 815.334.4642

May 21, 2018

ALGONQUIN
BARRINGTON
HILLS

Jessie Elam
Policy & Programming
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

BULL VALLEY

RE: STP Shared Fund - Draft Proposal

CARY

Dear Mr. Elam,

CRYSTAL LAKE

FOX RIVER GROVE

The McHenry County Council of Mayors (MCCOM) met on May 3, 2018 to discuss CMAP's draft STP Shared Fund proposal presented to the STP Project Selection Committee (PSC) on May 2, 2018. MCCOM appreciates the time and effort that went into crafting this proposal and respectfully submits the following suggestions.

GREENWOOD

HARVARD

HEBRON

HOLIDAY HILLS

Phase 1 Engineering Funding Eligibility

HUNTLEY

MCCOM requests that the PSC adjust the eligibility for phase I engineering from a needs-based threshold to a sliding scale. The current structure only allows hardship communities that meet the threshold to receive funding for phase 1 engineering while those communities that fall just above the threshold would not be eligible. The Council believes that a sliding scale would be more equitable for communities that do not meet the eligibility but come close. This could be done similar to the LTA program in which the local match for phase I engineering would be higher for low need communities and lower for high need communities.

JOHNSBURG

LAKE IN THE HILLS

LAKEMOOR

LAKESWOOD

MARENGO

McCULLOM LAKE

Funding Distribution

McHENRY

MCCOM requests that the PSC designate a maximum amount of STP funding awarded to the City of Chicago or a single suburban council in each shared fund call for projects. As noted in our Council's letter dated July 19, 2017, McHenry's repeated request of Advance Funding demonstrates that our yearly allotment has not met the needs of our area for several years. A maximum award amount per council would promote geographic equity and further ONTO2050's goal of "leveraging the transportation network to promote inclusive growth".

OAKWOOD HILLS

PORT BARRINGTON

PRAIRIE GROVE

RICHMOND

RINGWOOD

Transportation Impact

SPRING GROVE

TROUT VALLEY

MCCOM requests that the PSC reduce or eliminate the population/job benefit score, which unfairly disadvantages areas of the region with low population and employment densities. The McHenry Council believes that good projects can be found in all corners of the region and taking into account population and employment will have the effect of cutting off exurban Councils from the

UNION

WONDER LAKE

WOODSTOCK

McHENRY COUNTY

regional fund. Reducing or eliminating this scoring criteria would promote geographic equity and allow for projects that will have a significant transportation impact in smaller councils to compete.

If you have any questions, I would be happy to discuss them with you.

Sincerely,

A handwritten signature in black ink that reads "Rick Mack". The signature is written in a cursive, flowing style.

Rick Mack, Chairman

McHenry County Council of Mayors

cc: Dan Burke, Chicago Department of Transportation
Luann Hamilton, Chicago Department of Transportation
Kevin O'Malley, Chicago Department of Transportation
Leon Rockingham, Council of Mayors
Jeffrey Schielke, Council of Mayors
Eugene Williams, Council of Mayors



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Villa Park
Warrenville
Wayne
West Chicago
Westmont
Wheaton
Willowbrook
Winfield
Wood Dale
Woodridge

July 17, 2018

Joseph Szabo, Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

The Surface Transportation Program (STP) is one of the most critical funding sources for local and regionally-significant transportation projects. We appreciate the willingness to have CMAP staff attend the July 26 joint meeting of our Transportation Policy and Transportation Technical Committees to help explain the proposed changes to the STP process. As revisions to the STP allocation methodology and processes approach finalization, the DMMC Board of Directors requested this letter be sent for two purposes:

First, the DuPage Mayors and Managers Conference continues to have concerns with the overall process being proposed, as first documented in our May 19, 2017 letter to the CMAP Council of Mayors. Specifically, we are concerned that:

- The new system will provide funding based on an assessment of “need” and “performance measures” without ensuring that the projects funded will in fact address those needs. Without explicit cost-effectiveness scoring of projects in the Shared Local Fund, this concern remains. Additionally, we have thus far seen no determination of how local programs will be evaluated in the future as the performance measures are reassessed. As we asked last year, would this be based on all projects in a multi-year program, only those let, or only those completed?
- The focus on regional goals, while providing some benefit, will dilute the ability of local councils to provide funding to local priorities, and resulting in an overall degradation of funding for improvements and maintenance of the overall transportation system that residents and businesses depend on for their day-to-day mobility needs.

Second, to best prepare our members for the upcoming changes to STP, the DuPage Mayors and Managers Conference requests that CMAP provide clarity on the following questions:

Shared Local Fund

1. What is the rationale for excluding regional trail gap completion projects and bicycle/pedestrian grade separations that meet the minimum multi-jurisdictional coordination or minimum project cost criteria from eligibility for the Shared Local Fund?

2. Can you confirm that the proposed “highway/rail grade crossing improvements” category includes the construction of new highway/rail grade separations where none existed before?
3. Can you elaborate the rationale for limiting project types through the proposed “rolling focus” after the first call for projects, and how the reasons for limiting the project types balance against the challenge of inserting up to six-year gaps between the eligibility windows for certain project types?
4. When during the process would the local councils notify CMAP of the allocation of the bonus points? Will you allow for this allocation of points to be completed after the initial staff determination of scoring for the other evaluation components?
5. We understand that eligibility for Phase I engineering funding will be limited to “high need” communities using the same criteria as the LTA Program. The LTA Program uses a scaled point system. What score will be needed for eligibility for Phase I engineering funding?
6. Does the proposed methodology address geographic equity in any direct way? Is there an intent to monitor and/or manage this issue?
7. Cost effectiveness is embedded in individual scoring criteria. However, there does not appear to be an overall evaluation of cost-effectiveness? Will the total cost and cost-effectiveness of a project be considered in project ranking or selection, and if so, how?
8. Will there be a maximum size award of federal funding for an individual project?
9. Will there be a limit to how many applications an individual applicant can submit?
10. Will there be a limit to how many applications can come from a single local council or CDOT?
11. Will there be a limit to how many projects an individual applicant can have funded in any one cycle?
12. Will there be a limit on how many projects can be funded in any particular local council or CDOT in any one cycle?
13. Can you specify what plans will be considered for the points in the “inclusion in plans” metric in Project Readiness category and in the Planning Factors category?
14. What level of specificity is required in the local plans in the “inclusion in plans” metric for Complete Streets, green sustainability and transit supportive land use?
15. There are multiple external data sets referenced for scoring criteria (e.g. Transit Economic Requirements Model). There are also internal CMAP data sets (e.g. that used for determining “high need”). Can you provide us, and applicants access to those data sets before applications are due?
16. In the Population/Job Benefit metric, how will the geographic boundaries of the relevant “travel shed” be determined? If a specific dataset is being used for this criterion, can you identify it?
17. For the “inclusive growth” metric, how will the boundaries of the relevant geography be determined? What is the dataset used for this determination?
18. What is the rationale for not allowing “green infrastructure” points for all project categories.

19. It appears possible that the allocation of local council/CDOT “bonus points” could be sufficient to allow an otherwise low-scoring project to receiving funding. Will there be any restrictions on such an outcome?

Active Program Management

1. We understand that Councils will be allowed to reprogram (replace a project with a different project/phase) for extended project phases. The proposed rules state that the “replacement project phase must meet deadlines of project phase it replaced.” If a replacement project is obligated in the same year as the replaced project, is that sufficient, or are there additional deadlines for unfunded phases of the replacement project?
2. In the redistribution of unobligated funding rules, it is unclear to us how projects will be prioritized for access to the Shared Fund for project cost increases. Can you clarify who will make these determinations, using what criteria, and when?
3. Can you confirm that local councils will be allowed to “grandfather” into our program any unobligated projects in our programs as of a certain date and specify what is that date?
4. What is the anticipated start date for the new Active Program Management rules, given that the Shared Local Fund will have a call for projects in 2019 for programming in 2020 and the local councils will issue their first call under the new methodology in 2020 for programming in 2021?

Thank you for considering these questions. We look forward to a continued partnership with CMAP to implement the changes to the Surface Transportation Program.

Sincerely,



Annunziato Pulice, DMMC President
Mayor, City of Wood Dale

cc: Teri Dixon, CMAP
Kama Dobbs, CMAP
Jesse Elam, CMAP
CMAP STP Project Selection Committee
CMAP Council of Mayors
DMMC Transportation Policy and Transportation Technical Committee members

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8/8 . e copy : JE, TD.

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August 3, 2018

Mr. Joe Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

On behalf of the Northwest Municipal Conference (NWMC), please accept the following comments on the Active Program Management and Shared Fund development by the Surface Transportation Programming (STP) Project Selection Committee. The Conference has been a strong advocate for changes and clarifications in the revised STP process. We are pleased to see recommendations from the Conference and the Council of Mayors as a whole incorporated into the draft proposals and believe that additional changes and clarifications are still needed to ensure the new process is truly viable for all communities.

Below are specific issues and concerns that we believe still need to be addressed. We look forward to further discussion and the development of a process beneficial to the region.

Shared Fund:

1. Before applying to the Shared Fund, non-municipal agencies should, at the very least, have their projects reviewed and endorsed by the benefitting councils. They would be judged against other council projects for potential bonus points. This option is similar to how the Northwest and North Shore Councils currently require outside agencies to have a municipal sponsor and is the preferred option of the councils.
2. We need clarification on the types of plans which can be used to receive points under the "Inclusion in Local/Agency Plans" category. Would a municipal Comprehensive Plan, Capital Improvement Plan, etc. qualify as an acceptable plan?
3. The Conference supports the move to include Complete Streets policies at equal weight to Complete Streets Ordinances.
4. While we understand the importance of inclusive growth in the region's comprehensive plan, the higher point value on inclusive growth for all project types risks undervaluing vital transportation projects from all parts of the region.
5. We require additional specifics on all of the planning factors, especially green infrastructure and transit supportive land use, to best prepare our members to develop their policies and potential projects.

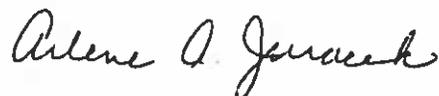
6. Similarly, the councils and municipalities require as much information as possible on the outside evaluation data (i.e. safety improvement score, cost effectiveness calculations) before the allocation cycle.
7. We need clarification on whether there are limits on the number of applications an individual municipality or council can submit each cycle.
8. We believe that the Project Selection Committee should remain open to modifying the "rolling focus" of subsequent calls for projects based on regional demand for certain project types in previous calls.
9. We request clarification on the use of Toll Development Credits (TDC) and their impact on the region's STP funds. Will the use of TDCs reduce the amount of STP funds that some or all Councils will receive?
10. Finally, echoing concerns we first raised in 2017 as the regional STP agreement was being developed, we encourage a regular review of the projects selected by the Project Selection Committee to ensure that the past projects chosen meet the goals of the memorandum's signatories and the regional comprehensive plan.

Active Program Management:

1. Under the current proposal, unspent funds from a previous fiscal year could be used in the first six months (before March 31) of the next fiscal year. Given the inherent uncertainty of the agreement approval and project review schedule, even when a municipality has done its due diligence to move a project forward, we strongly urged the adoption of a longer period (9-12 months) to reprogram the funds.
2. We are also concerned with the ability to manage the contingency list of projects (currently our MYB list), specifically the difficulty in keeping a list of ready-to-go projects that are not guaranteed to receive funding. This aspect could make it difficult, if not impossible, to fully utilize the available funding allotted to each council.
3. We request clarification on whether the Active Program Management rules apply to council projects after the rules are adopted in 2019 or after the first call under the new council methodologies in 2020.

Thank you for your consideration of these questions and recommendations and look forward to your response. Please do not hesitate to contact Conference staff if you have any questions.

Sincerely,



Arlene Juracek
President, Northwest Municipal Conference
Mayor, Village of Mount Prospect

Cc: CMAP STP Project Selection Committee



ACTIVE TRANSPORTATION
ALLIANCE

August 10, 2018

TO: Elizabeth Irvin, Chicago Metropolitan Agency for Planning (CMAP)

FROM: Ron Burke, Active Transportation Alliance

RE: Feedback on STP Shared Local Fund

Thank you for the opportunity to provide feedback on CMAP's proposed program structure and project eligibility for the shared local fund. It's exciting to see the agency, local councils of government, and municipalities working together to invest federal surface transportation program (STP) more efficiently and effectively.

The new fund and related scoring criteria have the potential further advance the regional goals outlined in ON TO 2050 and our mission at the Active Transportation Alliance to promote walking, biking and public transit to create healthy, sustainable and equitable communities.

Please let me know if you have any questions on the following feedback or would like to discuss further.

OVERALL FEEDBACK

- **Shared Fund vs. Council Allotments:** The Chicago region remains one of the few in the country where 100% of STP funds are not programmed by the MPO with agreed upon scoring criteria from local municipalities and councils of government. Setting aside a portion of regional funding for a shared fund with scoring criteria is a significant improvement, but there is still potential that investments made with the council allotments will be inefficient and not consistent with the goals in the regional plan.

Recommendation: Staff should recommend that future STP agreements require that 100% of regional funds are programmed by the MPO with agreed upon scoring criteria.

- **Equity:** Including inclusive growth as part of the shared program scoring criteria is step in the right direction but it doesn't guarantee that STP funds are prioritized for the highest need communities. Points from other categories could potentially overwhelm any points awarded for inclusive growth, resulting in mostly projects in higher resource communities getting funded.

Recommendation: Staff should recommend that a portion of STP shared funds be set aside for communities that meet CMAP's definition of high-need communities for the LTA program.

SCORING CRITERIA FEEDBACK

- **Match Requirement:** The size of the local match requirement should be determined using CMAP's formula to identify high-need communities for the LTA program, ranging from 0-20% depending on the need.



ACTIVE TRANSPORTATION
ALLIANCE

- **Financial Commitment:** Awarding points to applications that include other funding sources is problematic because it makes it harder for low-income, high-need communities to apply. This scoring category should be eliminated.
- **Transportation Impact and Complete Streets:** All the factors used to evaluate the transportation impact of road projects (current condition/need, population/job benefit, improvement) should be multimodal, rather than having a Complete Streets set aside in the scoring criteria. If this change isn't made, at a minimum more points should be awarded for Complete Streets given the proven safety benefits for all users.
- **Roadway Expansion:** The road expansion category should be eliminated because of the reality of induced demand and the negative quality of life impacts of expanding roads. The long-term outcomes of road expansion projects run counter to the goals of the fund and the regional plan.



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August 13, 2018

Joseph Szabo, Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

On behalf of DuPage Mayors and Manager Conference (DMMC), I submit these comments on the proposed changes to the Surface Transportation Program (STP). DMMC continues to have concerns with the overall proposed process. Specifically, we are concerned that:

- The new system will provide funding based on an assessment of “need” and “performance measures” without ensuring that the projects funded will in fact address the most pressing needs of our local communities.
- The focus on regional goals, while providing some benefit, may result in geographic inequity and dilute local priorities.

Considering these concerns, DMMC recommends that the proposed changes not be enacted until the following changes are implemented for the Local Shared Fund.

- There should be a maximum award size for individual projects. This can be established either as a maximum total amount of federal funds or as a maximum share of the total federal funds available.
- The proposed rolling focus for the program should not be enacted. Instead, a study of the effectiveness of the first round of funding should be completed before any decisions are made on the focus of future rounds.
- Projects should be eligible for funding for any categories allowed in the STP federal regulations in the first round. Applicants will benefit from this maximum flexibility and ability to combine funding from STP, CMAP, TAP and other sources.
- The current criteria for what types of local plans qualify in the Project Readiness and Planning Factors categories is unclear. We recommend that the local councils should be the final arbiter of whether a local plan qualifies. This ensures that local and regional priorities are given due consideration.
- For the “inclusive growth” metric, the applicant should be allowed to establish the boundaries of the relevant geography. Applicants are best aware of the local needs and can best customize the projects to those needs.

DMMC currently manages a peer-respected system for allocating local funding through STP. We are committed to effective program management and will work with CMAP to implement the proposed new Active Program Management rules. With that said, we request these changes to the proposed rules:

1. We understand that Councils will be allowed to reprogram (replace a project with a different project/phase) for extended project phases. The proposed rules state that the “replacement project phase must meet deadlines of project phase it replaced.” If a replacement project is obligated in the same year as the replaced project that should be sufficient for this rule.
2. Local councils should be allowed to “grandfather” into our program any unobligated projects in our programs as of December 31, 2018 using then current rules. The new Active Program Management rules should go into effect only for projects that receive funding from any call for proposals after December 31, 2018.

Thank you for considering these comments. We look forward to a continued partnership with CMAP to implement the changes to the Surface Transportation Program.

Sincerely,



Nunzio Pulice, DMMC President
Mayor, City of Wood Dale

cc: Kama Dobbs, CMAP
Jesse Elam, CMAP
CMAP STP Project Selection Committee
CMAP Council of Mayors Executive Committee
DMMC Transportation Policy and Transportation Technical Committee members



Chicago Metropolitan Agency for Planning

MEMORANDUM

Agenda Item No. 6.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

To: CMAP Board and Committees

From: CMAP Staff

Date: July 27, 2018

Re: Near Term External Implementation of ON TO 2050

On June 15, a draft of ON TO 2050 was released for public comment. Before the final plan is adopted on October 10, 2018, there is an opportunity to compile these comments, summarize them, and make revisions. In preparation for a seamless transition from plan development to implementation and based on input from the CMAP Board, committees, and other stakeholders, staff have prioritized a series of near term implementation projects, with a focus on those that require support or participation from external stakeholders. At this time, staff are working to scope projects, form needed partnerships, or raise funds. In some cases, staff have already begun to execute project tasks.

The list below identifies implementation projects that require external partnerships. All of these projects are moving forward with scoping and early stage development. Staff presented a first iteration of this memo to the Board and committees in June. The information below reflects progress made since then. It is anticipated that many of these projects will ultimately be reflected in the FY 2020 agency work plan. Processes already included in the FY 2019 work plan or already underway, such as development of programming criteria for the CMAQ program, are not included on this list.

Goal	Lead	Status
Community		
Develop a targeted reinvestment area (TRA) program.	Schuh, Elam	Staff are scoping a timeline and process to engage stakeholders in defining TRA criteria and structuring a program.
Governance		
Establish regional coordination on Inclusive growth.	Scott, Williams-Clark	CMAP and several partners have met twice and are working to define a shared agenda with facilitation from the Royal Society for the Encouragement of Arts, Manufactures and Commerce (RSA).

Goal	Lead	Status
Evaluate options to incorporate capacity building into CMAP programs as well as partner activities.	Ihnchak	Staff have submitted fundraising proposals to The Chicago Community Trust and the MacArthur Foundation. Scoping is complete for two LTA projects to pilot interventions with McHenry County and SSMMA. The 2018 Municipal Survey is closed with more than 80% response.
Explore options for expanding and coordinating primary health data collection.	Lopez	Staff are discussing this potential with departments of public health and relevant partners. A potential funding source has been identified and shared with partners for potential pursuit.
Prosperity		
Support development of an entity with the mandate and resources to implement a regional economic growth strategy	Weil, Edwards	Staff continue to support the development of the Chicago Regional Growth Corporation (CRGC), recently providing input and data resources for forthcoming competitive grant applications.
Conduct additional analysis of the region's globally traded clusters	Weil, Edwards	Staff are currently conducting data analysis for a report that will assess the performance, workforce and planning needs, and contributions to inclusive growth of the region's specialized industry clusters, expected in early 2019.
Focus economic development and workforce training on pathways for upward economic mobility	Weil, Edwards	Staff recently published a policy update series on job polarization and are developing another series on demographics of the workforce. This analysis will inform the development of a report on current workforce programs and the state of jobs in the economy, expected in mid-2019.
Environment		
Determine interest and seek funding for developing the next iteration of the Green Infrastructure Vision.	Daly, Hyland	Staff have compiled feedback on the conservation areas layer, and have initiated discussion with Chicago Wilderness and potential funders.
Explore the potential to create updated municipal emissions profiles in conjunction with a partner.	Ihnchak	A partner is exploring the potential to do this work under an existing program.
Explore land preservation strategies (open space, natural areas, agriculture...)	Daly	An LTA project will be initiated in summer 2018. Scoping and conversations with potential partners are underway. Staff are exploring potential for a policy update around this topic.
Focus CMAP's water quality work on ON TO 2050 priorities through partnerships with IEPA and others	Navota	Staff have scheduled a meeting with IEPA for August 2018

Goal	Lead	Status
Explore partnerships with County stormwater agencies to integrate stormwater management into local planning	Beck	Staff are in the process of scoping and reaching out to county stormwater agencies.
Assess flood vulnerability of transportation assets and infrastructure	Beck, Hyland	A potential funding source has been identified and on schedule for pursuit.
Advance water supply planning in the region in priority locations	Beck	Discussions with partners and IDNR are underway
Mobility		
Support new transportation revenues research and initiatives.	Hollander	A subcommittee of the CMAP Board and MPO Policy Committee explored new revenue principles and a memo was shared at the June, 2018 meeting. Scoping of future research and outreach is underway.
Charge a committee or task force with further exploring new vehicle technology and emerging mobility options.	Irvin	Staff are in the scoping phase of this project and exploring the potential to address larger emerging technology issues.
Work with IDOT and FHWA to allow the use of Transportation Development Credits generated by the tollways to be the local match for transportation investments in high need communities.	Dixon	Staff continue to discuss with both IDOT and FHWA.
Work with IDOT to revise design manuals to improve outcomes for bike and pedestrian safety, walkable neighborhoods and suburban downtowns, stormwater management, and other ON TO 2050 priorities	Murtha	Staff proposed projects in response to IDOT call for research as part of Planning Technical Advisory Group.
Conduct a series of truck routing, permitting, and delivery management studies in the region's freight-intensive land use clusters.	Schnobrich	CMAP received notice of award of Statewide Planning and Research funds for the project. Preliminary data collection and the hiring process for a staff person to support the project will be initiated shortly. The first of three studies is anticipated to begin in early 2019.

ACTION REQUESTED: Discussion

###