

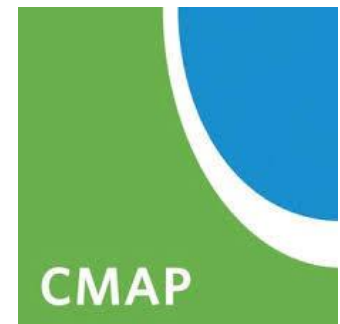
STP Shared Fund, CMAQ/CRP, and TAP-L Workshop

SEPTEMBER 26, 2024

MATT PASQUINI, DMMC



DMMC
DuPage Mayors & Managers Conference



2024 CMAP Call for Projects

- Call for Projects: October 21, 2024 – December 20, 2024
 - Surface Transportation Program (STP) Shared Fund
 - Congestion Mitigation & Air Quality Improvement Program (CMAQ)
 - Carbon Reduction Program (CRP)
 - Transportation Alternatives Program (TAP)
- All applications submitted online using CMAP's eTIP tool
- Deadline for PL Review: December 9

CMAP Programming Responsibility

As the MPO, CMAP is responsible for allocating certain federal funds directly to local transportation projects

- Solicit applications from local governments, highway and transit agencies
- Highway, transit, and bicycle/pedestrian projects
- Engineering, right-of-way acquisition, construction for maintenance, modernization, and expansion
- Apply methodologies developed by project selection committees

CMAP Programming Process

- Program for 5 years at a time
- Cannot program more than is reasonably expected to be available in each year
- Calls for Projects issued every two years
- Goal of each call is to program the final two years and “fill in” where available in the other years

STP Shared Fund

Surface Transportation Program (STP) Shared Fund

- Established to accomplish projects that can make large and lasting regional contributions
- Fund a wide array of project types
- Evaluated on readiness, transportation impact, planning factors, and subregional priority
- Past DuPage Project: North Aurora Road in Naperville



New Project Eligibility

- Total cost of project > \$5 million **OR** project has multiple partners
- Project included in a local or regional plan

Existing Projects

- Active program projects may request schedule or cost changes
- Contingency program projects must reapply as new projects
- Partially-funded (other fund sources) projects may apply as new projects to fill funding gaps

CMAQ

CMAQ Program

- Non-attainment for Air Quality Standards – Ozone
- Approximately \$120 million per year
- Fund surface transportation projects that reduce emissions



Eligible Project Types



Transit Improvement Projects

Transit Facility Projects
Transit Service and Equipment
Access to Transit Projects



Traffic Flow Improvement Projects

Bottleneck Eliminations
Intersection Improvements
Signal Interconnects



Bicycle Facilities



Direct Emission Reduction



Other/Demonstration

Ineligible Project Types



Single Occupancy Vehicle
Throughput Lanes



Existing Transit Service



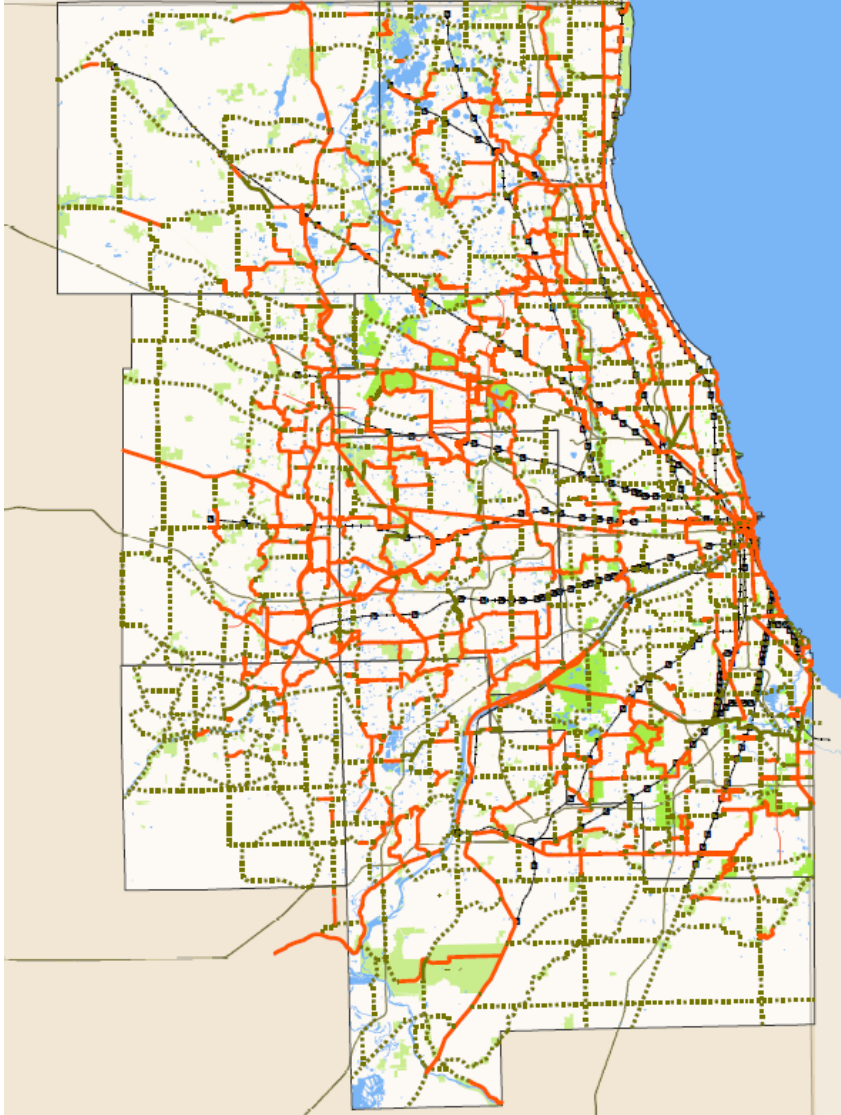
In-kind
Replacements/Maintenance

Carbon Reduction Program

Carbon Reduction Program

- Created by Infrastructure and Investment in Jobs Act 2021 (IIJA)
- Similar to CMAQ but focus on GHGs and CO2 emissions reduction
- Eligible project types are the same as CMAQ
- Approximately \$20 million per year

Transportation Alternatives Program (Locally Programmed)



Transportation Alternatives Program (TAP)

- Bicycle Facilities
- Regional Greenways and Trails Plan
- Approximately \$20 million per year

Questions?

Requirements for All Programs

Sponsorship

- Unit of government (levy taxes)
- Includes: state agencies, municipalities, counties, townships, park districts, forest preserve districts, transit agencies
- STP: Non-municipalities are strongly encouraged to partner with a municipality
- TAP: IDOT may not sponsor but may partner
- Private & Non-profits may not sponsor but can partner

Local Match

- 20 percent minimum required for each phase
- Non-federal: local MFT, Rebuild Illinois, state funds, Invest in Cook, private, etc.
- Transportation Development Credits: highest need communities only
- Reimbursable grant programs

Preliminary/Phase I Engineering

- Ineligible for funding – except highest need communities (Cohort 4 in the FY24 Community Cohorts document)
- Required to be “underway” prior to application deadline
- “Degree of completion” determines phase and cost increase eligibility
- CMAQ Signal Interconnects – no funding for phase II (design) engineering

Funding and future cost increase eligibility based on degree of completion of preliminary engineering

Degree of completion	Design (Phase 2) Engineering	Land Acquisition	Construction and Const. (Phase 3) Eng.
Complete	Eligible for funding Eligible for increases up to 100%	Eligible for funding Eligible for increases up to 100%	Eligible for funding Eligible for increases up to 100%
Nearly Complete	Eligible for funding Not eligible for increases	Eligible for funding Eligible for increases up to 50%	Eligible for funding Eligible for increases up to 50%
Substantially Complete	Not eligible	Eligible for funding Not eligible for increases	Eligible for funding Eligible for increases up to 25%
Underway	Not eligible	Not eligible	Eligible for funding Not eligible for increases
Not Started	Not eligible	Not eligible	Not eligible

Eligible Phases

Degree of completion	Milestones for projects processed through IDOT
Complete	Design approval received
Nearly Complete	Final PDR submitted for signatures
Substantially Complete	Preliminary PDR submitted; State/Fed coordination meeting; ESR review complete
Underway	State/Fed coordination meeting; ESR review begun OR final PEL with no further comments

Degree of completion

STP Shared Fund Evaluation

Evaluation criteria	Points	Applies to
Project Readiness	15	All project types
Engineering/Land Acquisition	10	All project types
Financial Commitments	5	All project types
Transportation Impact	50	All project types
Current condition/need	20	All project types
Improvement	20	All project types
Jobs/Housing benefit	10	All project types
Planning Factors	30	All project types
Inclusive Growth	15	All project types
Complete Streets	10	Bike/ped barriers; bridges; hwy/rail crossings; safety; truck routes
Complete Streets	5	Bus speed; road expansion; road reconstruction
Resilience	5	Bike/ped barriers; hwy/rail crossings; road expansion; road reconstruction; transit stations, yards, or terminals; truck routes
Freight Movement	5	Bridges; safety; road expansion; road reconstruction
Transit Supportive Density	10	Bus speed; transit stations, yards, or terminals
Subregional Priority	5	All project types
Total possible points	100	All project types

Scoring Matrix

Project Readiness

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

Transportation Impact

- Existing condition/need – 20 points
- Improvement (cost effectiveness) – 20 points
- Jobs/household impact – 10 points
- Projects are ineligible if:
 - The improvement score is zero
 - The need is low (varies by project type)

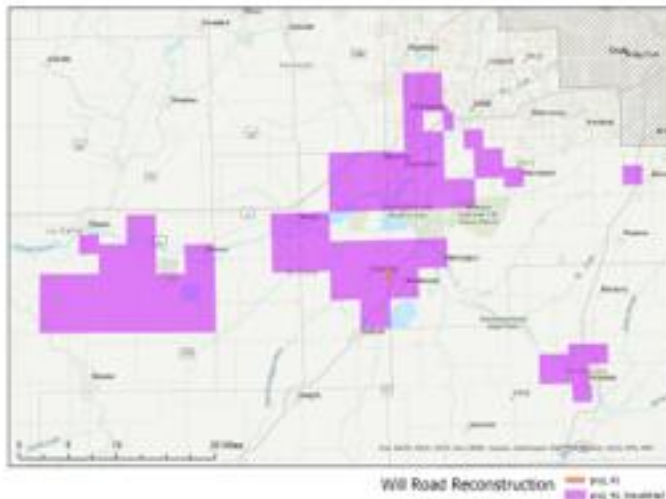


Jobs/Households Impact



- Total jobs within project travel shed – 5 points
- Ratio of households within the travel shed to households within project area – 5 points

Project travel shed



Project area



Project Type	Existing Condition/Needs Evaluated
Bicycle and Pedestrian Barrier Elimination	Route characteristics Market for facility Connectivity
Bridge Reconstruction or Rehabilitation	NBI sufficiency rating
Bus Speed Improvements	On-time performance Bus travel time vs. auto travel time
Corridor/Small Area Safety	IDOT Safety Road Index (SRI) Percentage of high-risk crash types
Rail-Highway Grade Crossing Improvements	2019 Grade Crossing Prioritization rank Priority location
Road Expansions Road Reconstructions	Pavement condition Mobility Reliability Safety
Transit Station, Yard, or Terminal Improvements	TERM condition rating % of roads in station area with no sidewalk Lack of bicycle parking or bike-sharing docks Level of compliance with federal and state requirements
Truck Route Improvements	Pavement condition Mobility Reliability Safety Truck volume Geometric deficiencies

Existing Condition/Need

Project Type	Improvements Evaluated
Bicycle and Pedestrian Barrier Elimination	Route characteristics
Bridge Reconstruction or Rehabilitation	Deck, superstructure, and substructure condition ratings Bridge load posting Insufficient lane widths Safety features
Bus Speed Improvements	On-time performance Bus travel time vs. auto travel time
Corridor/Small Area Safety	Potential crash reduction
Rail-Highway Grade Crossing Improvements	Delay Safety
Road Expansions Road Reconstructions	Mobility (expansions only) Condition (reconstruction only) Systematic improvements
Transit Station, Yard or Terminal Improvements	TERM condition rating New + improved sidewalk Addition of bicycle parking or bike-sharing docks Improved efficiency (vehicle storage, non-revenue miles)
Truck Route Improvements	Mobility Geometric deficiencies Systematic improvements Mitigation of negative impacts

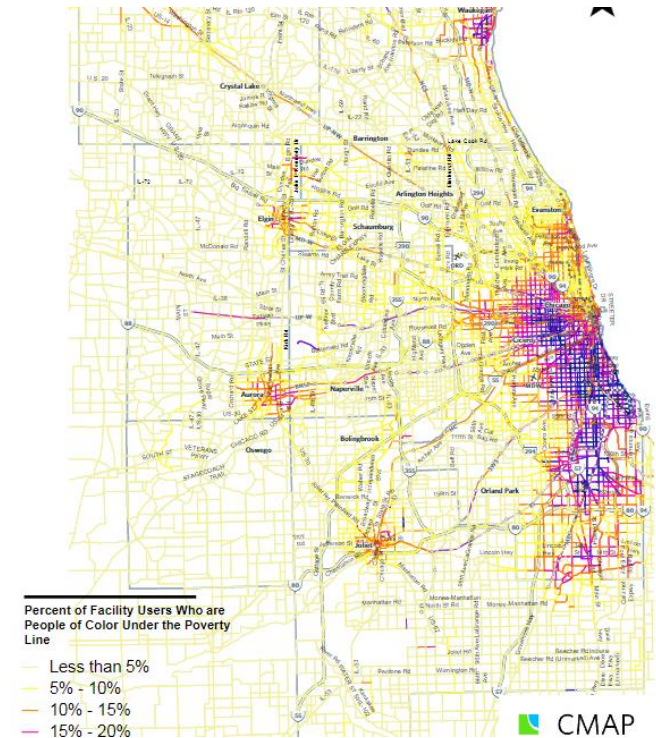
Improvement

Project Type	Maximum Points by Planning Factor					
	Inclusive Growth	Complete Streets	Resilience	Freight	Transit supportive density	Total
Bicycle/Pedestrian Barrier Elimination	15	10	5	0	0	30
Bridge Rehab or Reconstruction	15	10	0	5	0	30
Bus Speed Improvements	15	5	0	0	10	30
Corridor/Small Area Safety Improvements	15	10	0	5	0	30
Highway-Rail Grade Crossing Improvements	15	10	5	0	0	30
Road Expansion	15	5	5	5	0	30
Road Reconstruction	15	5	5	5	0	30
Transit Station, Yard, and Terminal Improvements	15	0	5	0	10	30
Truck Route Improvements	15	10	5	0	0	30

Planning Factors

Inclusive Growth

- Percent of facility users that are people of color and below the poverty line



Complete Streets

- Local jurisdiction has adopted complete streets policies
- Project includes specific complete streets elements



Resilience

- Local jurisdiction has adopted resilience policies
- Project includes elements to improve resiliency and are located where there are higher flood and heat exposure scores from the Transportation Resilience Improvement Plan (TRIP) climate vulnerability assessment

TRIP Exposure Score	Infrastructure Used to Address Vulnerability	Maximum Resilience Elements Points
Very high/High	Green	4
Very high/High	Gray, when design standard exceeded	3
Medium/Low	Green	3
Medium/Low	Gray, when design standard exceeded	2
Not exposed	Green	2

Freight movement

- Project located on a regional freight network
- Sponsor or local jurisdiction has freight policies or procedures in place

Transit supportive land use

- Project located in areas where zoning and urban design requirements are transit-supportive
 - Higher residential and non-residential densities
 - Innovative parking requirements
 - Mixed-use zoning

Subregional Priority

- Each council and CDOT identify their 5 highest priorities from all applications received
- Projects can receive points from multiple councils, up to a maximum of 5 pts

Priority	Points
Highest priority	5
2 nd highest priority	4
3 rd highest priority	3
4 th highest priority	2
5 th highest priority	1

CMAQ/CRP Evaluation

Screening Criteria

- Demonstrated air quality benefit
- Bicycle facilities – adopted or approved plan
- Schedules must be realistic

Project Evaluation Scoring

- 50 points for air quality cost effectiveness
- 30 points for project type impact criteria
- 20 points for equity

Air Quality Cost Effectiveness

- Emission reduction benefit
 - Volatile Organic Compounds (VOC)
 - Particulate Matter (PM) + Nitrogen Oxides (NOx)
 - Carbon Dioxide (CO₂)
- Total project cost
- Cost effectiveness
 - \$ per Kg of VOC eliminated
 - \$ per Kg of PM/NOx eliminated
 - \$ per Kg of CO₂ eliminated

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

Transportation Impact Criteria (TIC)

Highway TIC

- Travel Time Reliability - 15 points
 - Planning Time Index (PTI) – 10 points
 - Qualitative Characteristics – 5 points
- Safety – 5 points
- Corridor/Transit Improvements – 10 points

Transit TIC

- Ridership Increase – 10 points
- Travel Time Reliability – 10 points (Transit Service)
 - On-Time Performance – 5 points
 - Qualitative Improvements – 5 points
- Existing Asset Condition – 10 points (Transit Capital)
- Transit Supportive Land-Use – 10 points

Bicycle TIC

- Safety and Attractiveness Rating - 10 points
- Connectivity Measure – 10 points
- Transit Availability Index – 10 points

Direct Emissions Reduction TIC

- Improving Public Fleets - 5 points
- Benefits to Sensitive Populations – 25 points

Equity Score

- Inclusive Growth – 10 points
 - Percent of facility users that are people of color and below the poverty line
- Disadvantaged Community – 10 points
 - Using US DOT's Equitable Transportation Community (ETC) tool, projects will be scored on how they benefit disadvantaged groups and address locational burdens



TAP Evaluation

Screening Criteria

- Bicycle facilities only
- Included in an Adopted or Approved Plan
- Schedules must be realistic

Evaluation Criteria

- Completion of Regional Greenways and Trails Plan – 30 points
- Population and Employment Density – 20 points
- Safety and Attractiveness Rating – 20 points
- Equity – 20 points
- Project Readiness – 10 points
 - No ROW Acquisition – 5 points
 - Phase II engineering completed – 5 points

Questions?

Application Process, Timeline, and Next Steps

Application Process

eTIP – <https://etip.cmap.illinois.gov/secure>

- Application Workbook – project details for scoring
- Detailed Cost Estimate and Status Update Form (Schedule)
- Other forms by project type

The Call for Projects will open on Monday, October 21

Timeline



December 20

Applications Due by 5:00 p.m.



April 2025

Staff recommendation to
PSCs Public Comment thru
May



May 2025

Final programs to
PSCs



June 2025

MPO Policy
Committee approval

Next Steps

cmap.is/2024callforprojects

- All application materials and forms
- Webinars
- FAQs

Questions?

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