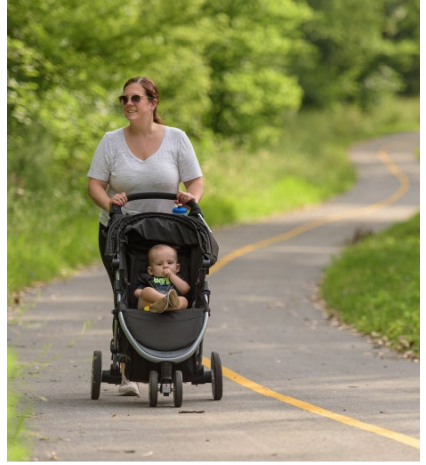
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CMAQ/CRP, TAP-L & STP Shared Fund Call for Projects

October 30, 2024

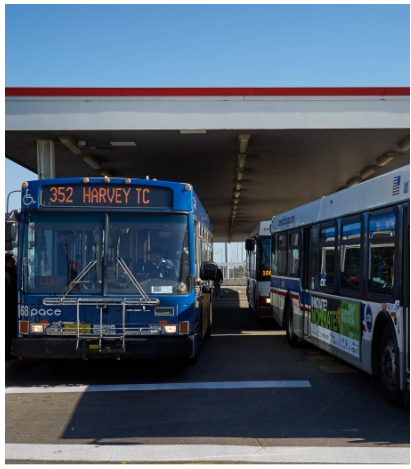






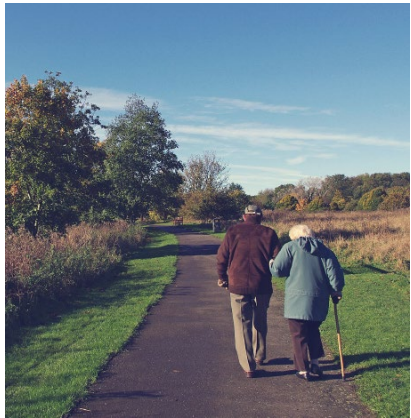













https://cmap.illinois.gov/funding-assistance/transportation-improvement-program/transportation-call-for-projects/
or
cmap.is/2024callforprojects
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Programming Responsibility

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

Guided by ON TO 2050 principles

Inclusive Growth

Resilience

Prioritized Investment



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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

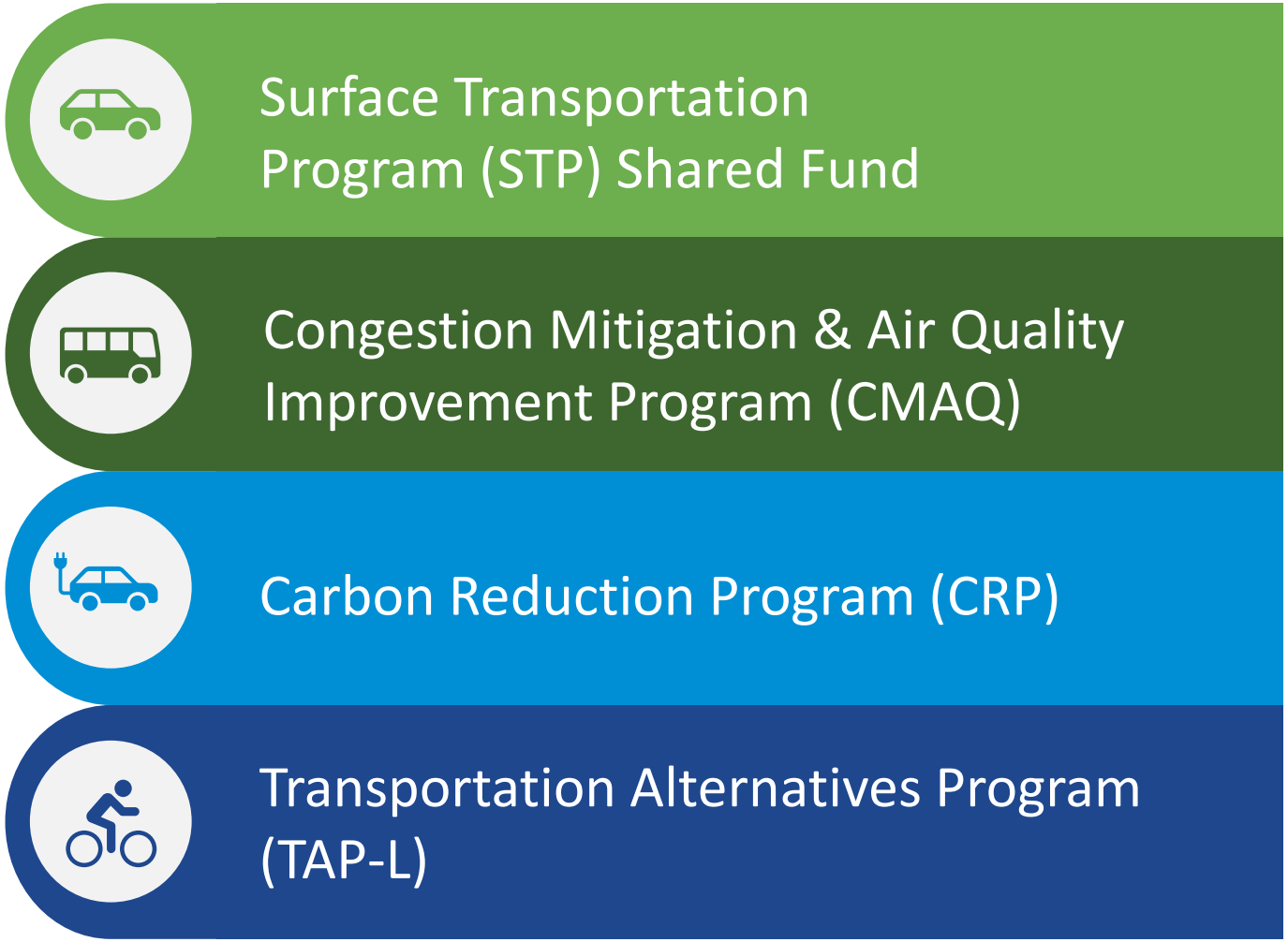
Goal of each call is to program the final two years and “fill in” where available in the other years

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Funding Programs and Eligible Projects



CMAP Federal Funding Overview



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STP Shared Fund



Surface Transportation Program (STP)

Established to accomplish projects that can make large and lasting regional contributions

Road reconstruction or expansion, transit stations, yards, or terminals, bus speed improvements, safety, truck routes, highway-rail grade crossings, and bicycle/pedestrian barrier elimination

Evaluated on readiness, transportation impact, planning factors, and subregional priority

Basic eligibility

Total cost of project > $5 million *or* project has multiple partners

Project is included in a local or regional plan

What about 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

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CMAQ



CMAQ Program

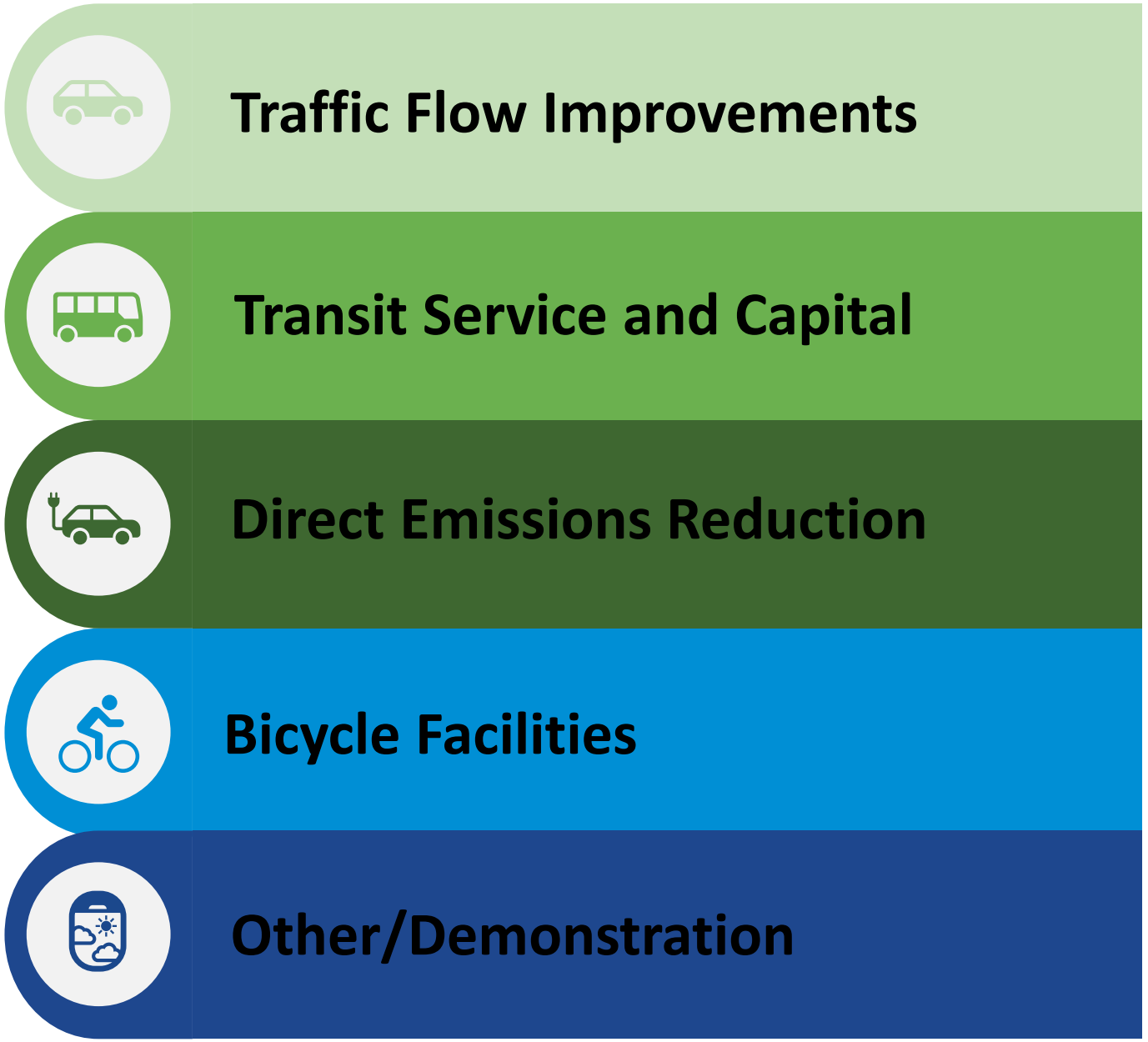
Non-attainment for Air Quality Standards - Ozone

Approximately $120 million per year

Fund surface transportation projects that reduce emissions



CMAQ Eligible Projects



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CMAQ Ineligible Projects



- Single Occupancy Vehicle Throughput Lanes
- Existing Transit Service
- In-kind Replacements/Maintenance

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Carbon Reduction Program



Carbon Reduction Program (CRP)

Created by Infrastructure and Investment in Jobs Act 2021 (IIJA)

Similar to CMAQ but focused on GHGs and CO_2 emissions reduction

Eligible project types are the same as CMAQ

Approximately $20 million per year

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TAP - locally programmed

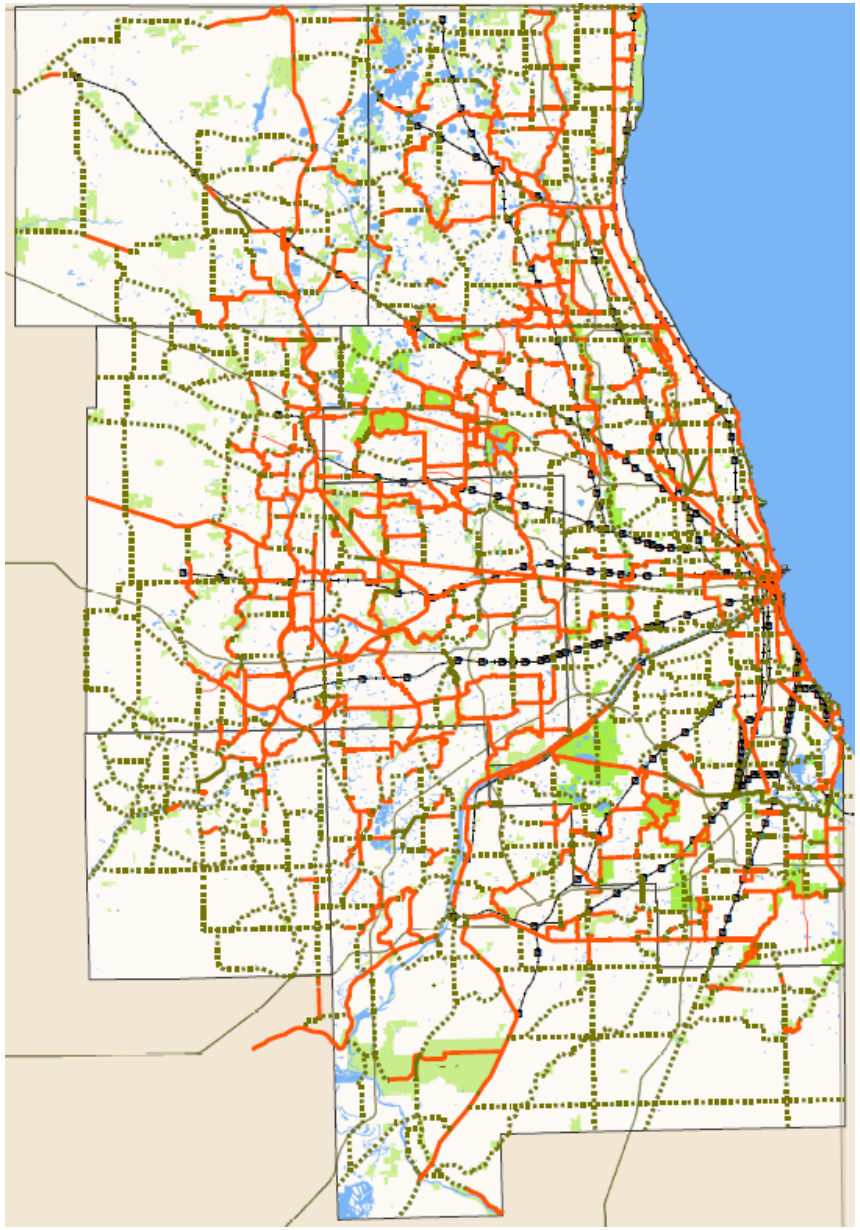


TAP-L Program

Focused on completion of Regional Greenways and Trails Plan (RGTP)

Bicycle Facilities

Approximately $20 million per year



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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

Eligible phases

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

Degree of completion

Degree of completion	Milestones for projects processed through IDOT	Milestones for projects processed through FTA
Complete	Design approval received	ROD or FONSI; “D-List” CE with no unusual circumstances; “C-List” CE project description to FTA
Nearly Complete	Final PDR submitted for signatures	Coordinated with FTA to develop documentation supporting CE processing
Substantially Complete	Preliminary PDR submitted; State/Fed coordination meeting; ESR review complete	Draft EIS or EA released for public review; environmental studies for unusual circumstances complete
Underway	State/Fed coordination meeting; ESR review begun OR final PEL with no further comments	Scoping complete for EIS/EA projects; draft environmental studies for unusual circumstances under public/regulatory agency review

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STP Shared Fund Evaluation



Scoring matrix

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**

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)

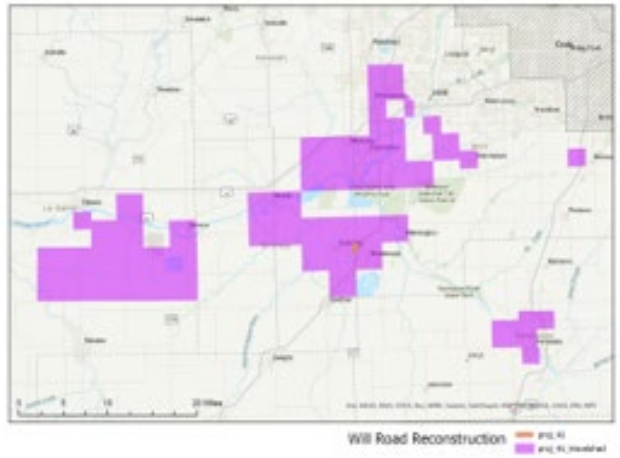
Jobs/Households Impact

REVISED THIS CYCLE!

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



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Existing Condition/ Need

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

Improvement

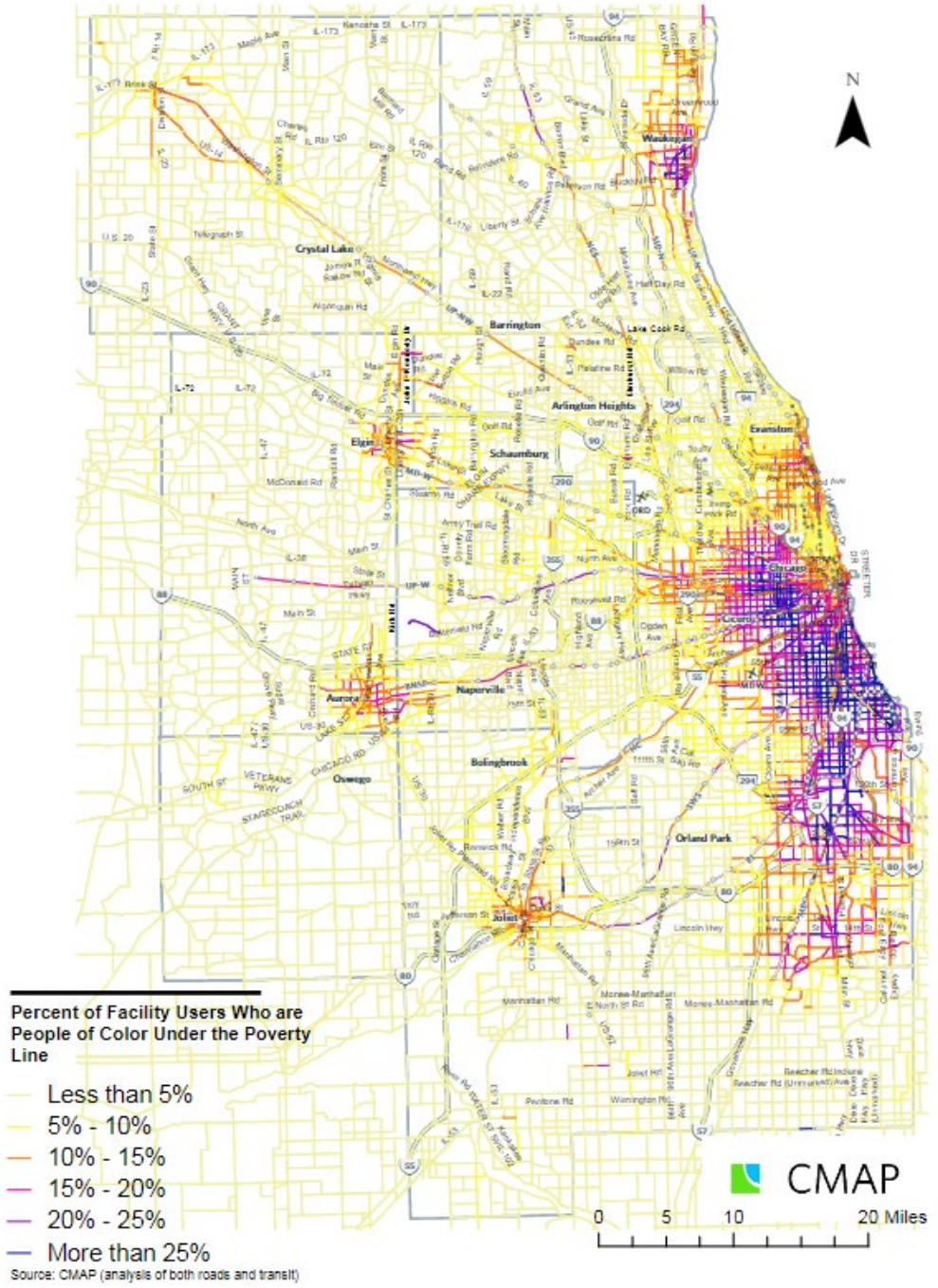
Project Type	Improvements Evaluated
Bicycle and Pedestrian Barrier Elimination	Route characteristics
Bridge Reconstruction or Rehabilitation	Deck, superstructure, and substructure condition ratings Bridge load posting Insufficient lane widths Safety features
Bus Speed Improvements	On-time performance 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

Planning Factors

Project Type	Maximum Points by Planning Factor					
	Inclusive Growth	Complete Streets	Resilience (UPDATED!!)	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

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

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
2nd highest priority	4
3rd highest priority	3
4th highest priority	2
5th highest priority	1

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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)
- Greenhouse Gases (GHG)

Total Project Cost

Cost Effectiveness

$ per Kg of VOC eliminated

$ per Kg of PM/NOx eliminated

$ per Kg of CO_2 eliminated

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Transportation Impact Criteria (TIC)

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	

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

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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

Evaluation Criteria, cont'd

Equity – 20 points

Project Readiness

- No ROW Acquisition – 5 points
- Phase II engineering completed – 5 points

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Application Process & Timeline



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

Timeline



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Resources

cmap.is/2024callforprojects

- All application materials and forms
- Webinars
- FAQs

Contact your planning liaison

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Questions?

Doug Ferguson, dferguson@cmap.illinois.gov
Jon Haadsma, jhaadsma@cmap.illinois.gov
Sarah Stolpe, sstolpe@cmap.illinois.gov

cmap.is/2024callforprojects

