

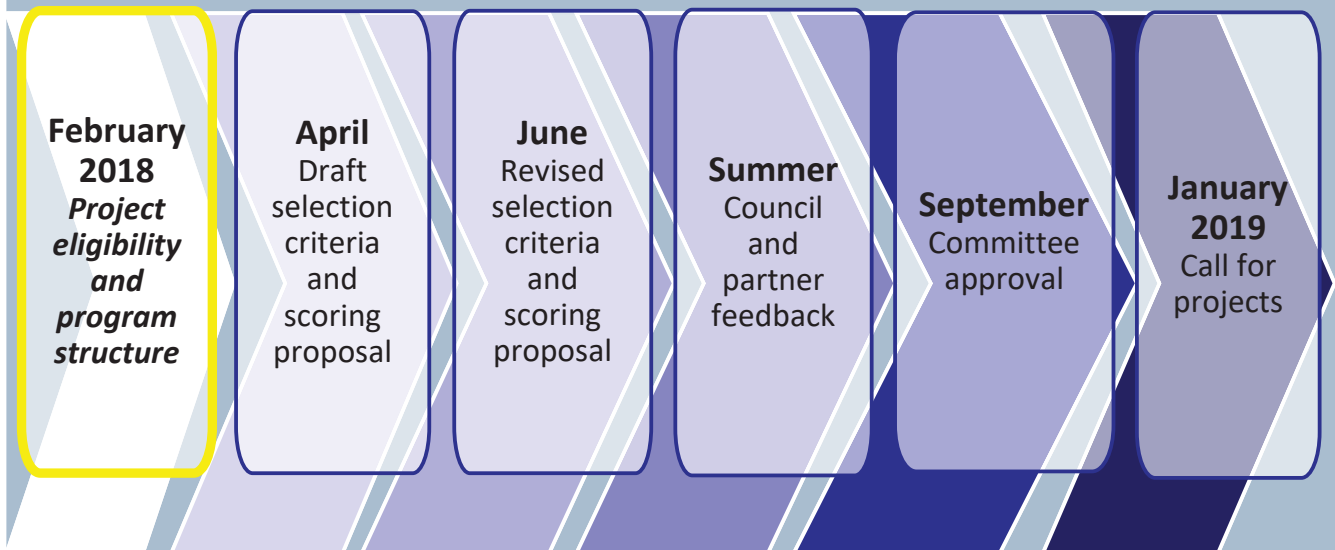
# STP Shared Local Fund: Program Structure and Project Eligibility

February 28, 2017

## Review

- New STP agreement calls for shared fund of approximately \$40 m/year
- Meant for larger projects that Council allotments cannot readily fund
- Shared Fund Project Selection Committee oversees program
- CMAP staff to make recommendations on program design for the Shared Fund

# Shared Fund Development Timeline



## Today

- Goals and project types
- Establishing what is a regional project
- Running the call for projects
- Phase eligibility

## Future meetings

- Project scoring system
- Supporting disadvantaged communities' participation in STP-L program

# Shared fund + active program management

- Active program management was the focus of January meeting, upcoming March meeting
- Shared fund will have active program management
- Goals of active program management for shared fund:
  - *Program projects that will be ready to obligate in programmed year*
  - *Build a pipeline of projects for future calls*

# Considerations for priority project types

- Previously discussed Principles for Programming
- ON TO 2050 implementation
- Potential demand from currently unfunded local projects
- Leveraging and filling gaps between other fund sources

# Previously discussed: Principles for programming

*From agreement: “Make large and lasting contributions to regional priorities” specifically:*

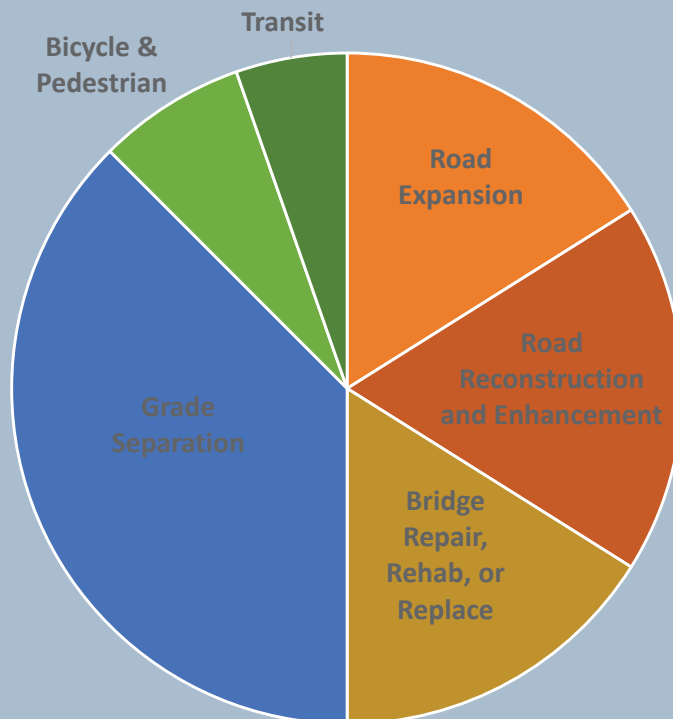
- Improve transportation system condition using asset management principles
- Support local planning priorities
- Improve transit access and service quality
- Improve infrastructure in areas of economic distress
- Reduce congestion
- Promote economic growth
- Support natural resources
- Improve safety

## ON TO 2050 Mobility recommendations (draft)

- Harness technology to improve travel and anticipate future needs
- Make transit more competitive
- Leverage the transportation network for inclusive growth
- Eliminate traffic fatalities
- Improve the resilience of the transportation network
- Retain the region’s status as North America’s freight hub
- Fully fund the region’s transportation system
- Build regionally significant transportation projects

# Potential demand

- Developed sample of unfunded projects
- Reviewed:
  - Councils' TIP projects with funding in MYB/Future Fiscal Year
  - Unfunded applications from council calls for projects



Note: only projects \$5 million and above included

## Leveraging and filling gaps between other fund sources

- CMAQ – no new highway capacity, no maintenance projects
- TAP-L – only bicycle trails
- Invest in Cook -- could help engineer projects to ready them for STP Shared Fund or provide match
- IDOT local programs (HSIP, TARP, ITEP, etc.) – either narrowly focused or oversubscribed
- FTA programs – focused on transit state of good repair, stretched very thin
- STP local distribution – tends to be smaller projects

# Staff recommendation- priority project types:

- Road reconstructions with complete streets
- Transit station reconstructions
- Bridge replacement and reconstruction
- Grade separations
- Road expansion with transit preference and/or ITS improvements
- *Bus speed improvements*
- *Corridor-level or small area safety improvements*
- *Truck route improvements*

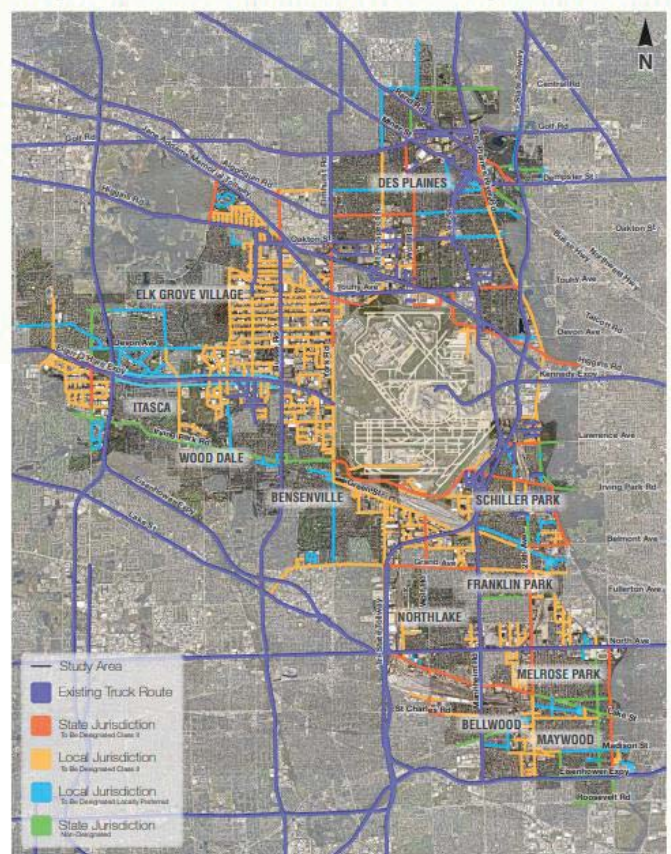
## Example of less-developed project type:

## Truck route improvements

Table A.1 Identified Capital Improvements on the A/B Truck Route Network

Municipality / Agency	TIP ID or Project Name	Location	Project Type and Description	Truck Route Level	Cost	Year
Bellwood	Mannheim Rd. Streetscaping	Mannheim Rd. Streetscape between I-290 and St. Charles Rd.	Median landscaping, gateways	A	TBD	TBD
Bellwood	Mannheim Rd. Intersection Improvements (Butterfield Rd. and Warren Rd./Prairie Path)	Mannheim Rd. and Butterfield Rd. and Mannheim Rd. and Butterfield Rd. intersections	Mannheim Rd. & Butterfield Rd.: calm Butterfield Rd. - cut off access. Mannheim Rd. & Warren Rd. (Prairie Path) - add signal	A	TBD	TBD
Bellwood	Diverging Diamond Interchange Concept	I-290 at 25 <sup>th</sup> Ave.	Signature street which includes pedestrian improvements, gateway elements, street lighting, and signage to make attractive.	B	TBD	TBD
Bensenville	2017 Village St. Program - Downtown Phase I	York Rd.	Streetscape on York Rd.	B - Depends on exact location of project	1,189	2017
Cook County	Map ID 47	County Line Rd. from I-294 to North Ave.	New Roadway construction, pavement reconstruction, and intersection reconfiguration	B	32,646	2017
Des Plaines	03-09-0061	U.S. 14 at Broadway St.	Intersection/Interchange Improvement	B	3,093	2017
Des Plaines	03-14-0004	Cumberland Circle	Convert traffic circle to modern roundabout, resurface and ADA improvements on Wolf Rd.	B	4,376	2017

### Proposed Truck Route Network - Implementation



DRAFT ONLY - NOT FOR NAVIGATION

# What defines a “regional project” for the shared fund?

*Options:*

- **Minimum project cost threshold**
- **Multi-jurisdictional applications**
- **Council support requirements**

## Option: minimum cost threshold

- **Positives:**
  - Simple and clear
  - Encourages larger projects
  - Encourages collaboration among municipalities
- **Challenges:**
  - Fairness for projects just under the cost threshold
  - Enabling equal access to funding for communities with smaller local allocations

# Option: multi-jurisdictional requirement

- **Positives:**

- Encourages collaboration among municipalities
- More “programs of projects”

- **Challenges:**

- Defining multi-jurisdictional (how many communities? Counties? IDOT? Transit agencies?)
- Keeping projects coordinated and moving through process

# Option: council support

- **Positives:**

- Offers councils opportunity for additional local prioritization
- Potentially fewer projects to evaluate at regional selection stage

- **Challenges:**

- Could eliminate projects with high regional benefit
- Differences between council selection processes



# Staff proposal

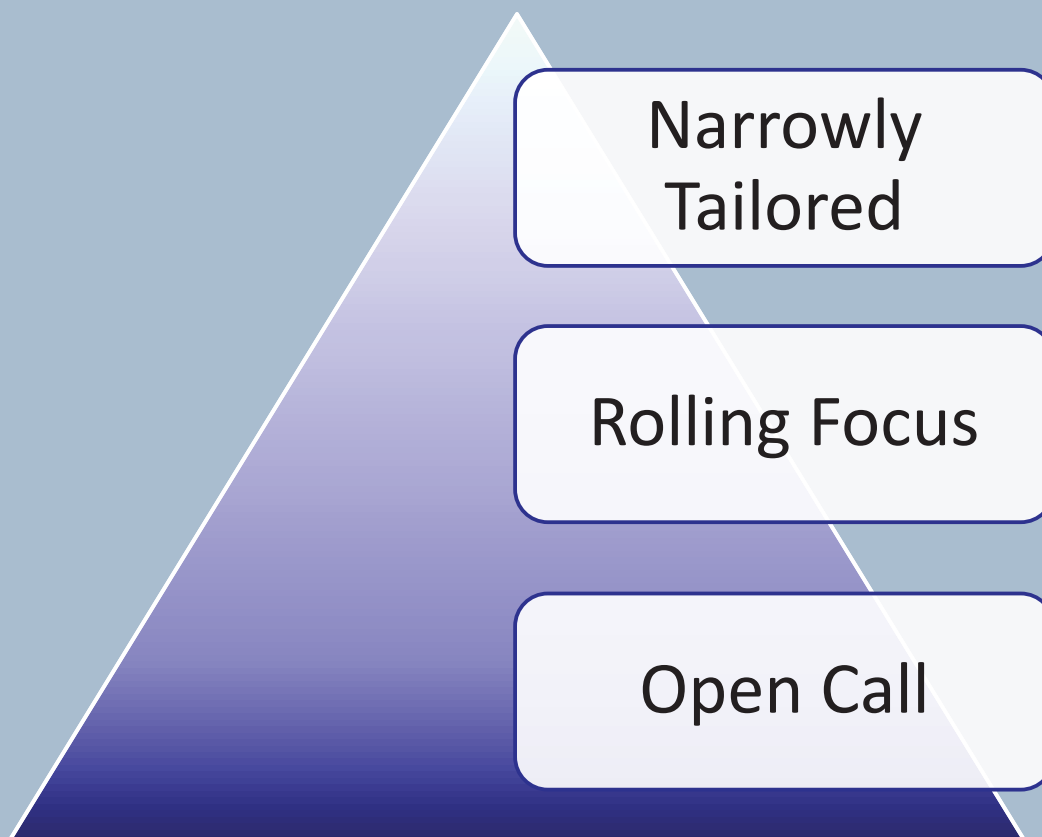
- **Minimum project cost: \$5 million in total project cost**

**OR**

- **Multijurisdictional: joint application from at least 3 local parties**

→ **Whether there is City/Council support should be a part of project scoring, not eligibility**

## Options for Program Structure



# Option: Open Call, Wide Eligibility

## Positives:

- Support all programming principles
- Many potential projects
- Easy for implementers to plan around

## Challenges:

- risks spreading resources thinly across many projects and goals
- complicated and time consuming evaluation process
- difficult to emphasize/weight highest priority principles or project types

**Table 16. Expressway project planning priorities**

RSP ID	Project	Δ Congested VHT for Heavy Trucks in Region (100's daily hours)	Δ Congested VHT for Heavy Trucks in Corridor (100's daily hours)	Freight Needs	Δ Greenhouse Gas Emissions (metric tons/day in 2050)	Δ Development Pressure in Conservation Areas (count of new households)	Δ Development Pressure in Scarce Groundwater Areas (# of households)	Δ Impervious Area (acres)	Project Use by Residents of EDAs (% of VMT)	Δ Fine Particulate Matter Emissions in EDAs (lb/day in 2050)	Δ In Access to low Barrier Jobs for Economically Disconnected Areas	Economic Impact Due to Industry Clustering (\$M)	Support of Infill Development	Benefit to Key Industries	Benefits to Areas with Industrial Vacancy
3	McHenry-Lake Corridor	-8	-4	35	5.7	285	0	556	2	146	NB	\$1.6	21	7	6
21	I-290/IL 53 Interchange Improvement	-2	0	94	-0.2	0	0	0	7	250	37	\$0.8	69	72	50
22	I-294/I-57 Interchange Addition	4	3	100	10.7	0	0	0	11	678	122	\$1.1	22	36	31



# Option: Narrowly Tailored Program

## Positives:

- Opportunity to make focused impact
- Could emphasize projects that don't have another dedicated funding source
- Compare apples to apples in project evaluation

## Challenges:

- Small universe of potential projects
- Difficulty of reaching consensus on project type priority
- Less flexibility

Completion of Regional Greenways and Trails Plan (30 points max)	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
Population + Employment Density within Buffer Area [proxy for usage] (30 max)	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
Facility Design Quality (30 max)	
(Score after less before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
Bonus (10 max)	
5	No ROW to acquire or Phase II Engineering complete
5	Sponsor match at least 30%
<b>100</b>	<b>Points total</b>

# Staff Proposal: Rolling Focus Program

## Positives:

- Balances targeted investment and support of multiple priorities
- Provides opportunity to encourage priority project types that aren't currently ready to apply
- Transparency and the ability to plan ahead

## Challenges:

- Establishing and communicating future program focuses with sufficient lead time for implementers
- Predicting future regional needs

## Staff Proposal for rolling focus program

	First call (2019)	second call (2021)	third call (2023)	fourth call (2025)
<b>Program years:</b>	2020-2024	2025-2026	2027-2028	2029-2030
<b>Amount</b>	\$200M	\$80M	\$80M	\$80M
<b>Focus areas:</b>	Transit station reconstruction	Truck route improvements	grade separation	truck route improvements
	Road reconstruction with complete streets	Road expansion with transit facilities or ITS improvements	Road reconstruction with complete streets	Bridge replacement/reconstruction
	Grade separation	Bus speed improvements	Corridor/small area safety improvements	Transit station reconstruction
	Bridge replacement/reconstruction			

# Implementation of rolling focus

- **Options:**
  - Only projects in focus areas are eligible for funding
  - At least  $X$  projects per focus area
  - Target funding levels for each focus area
  - Additional priority given to projects in each focus area in the scoring system

## Staff proposal

- **First priority: projects in focus areas of call**
- **Second priority: projects in upcoming focus areas**

# Considerations for engineering eligibility

*Should engineering be eligible for funding?*

- **Positives:**

- Locals may be reluctant to fund engineering for larger projects
- Particularly challenging for low-capacity communities

- **Challenges:**

- Requiring Phase I to be finished removes source of project delay in program and defines project scope/cost better
- Consistency: other CMAP funding programs require local funding of Phase I

## Phase eligibility

### Staff proposal

- **High need communities are eligible for Phase I funding**
- **Additional phases may not be programmed until phase I is complete**
- **further discussion about ways to incentivize completion of phase I as part of active program management and evaluation methods**

# Looking Ahead: Evaluation Methods

Evaluation approach should:

- Be quantitative and leverage available data
- Be transparent
- Tie to federal performance measures
- Incorporate qualitative information (ex: council support, ability to deliver project)
- Address cost effectiveness

Priorities	Measures
<b>Transit</b> Rail Project Buffer: ½ mile Bus Project Buffer: ¼ mile	<ul style="list-style-type: none"> <li>• Number of accessible jobs</li> <li>• Increase in jobs</li> <li>• Number of low to moderate income persons</li> <li>• Existing transit ridership</li> <li>• Presence of transit deserts</li> <li>• Number of acres of vacant land</li> <li>• Traffic congestion/delay</li> </ul>
<b>Transportation Alternatives</b> Pedestrian Project Buffer: ½ mile Bicycle Project Buffer: 1 mile	<ul style="list-style-type: none"> <li>• Number of existing jobs</li> <li>• Number of low to moderate income persons*</li> <li>• Number of bike/pedestrian crashes</li> <li>• Connections to bicycle trip generators</li> <li>• Miles of existing trails</li> </ul>
<b>Freight Transportation</b> Freight Project Buffer: 1 mile	<ul style="list-style-type: none"> <li>• Increase in jobs</li> <li>• Proximity to industrial uses</li> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Number of acres of vacant industrialized land</li> <li>• Truck and/or train traffic count (IDOT or locally generated)</li> <li>• Traffic congestion/delay</li> </ul>
<b>Equal Access to Opportunity</b> Buffer determined by project mode	<ul style="list-style-type: none"> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Presence of transit deserts*</li> <li>• Transportation asset's condition</li> <li>• Reduction in rail crossing delay*</li> </ul>
<b>Maintain and Modernize</b> Roadway Project Buffer: 1 mile Fatality and Injury Buffer: 100 Ft	<ul style="list-style-type: none"> <li>• Increase in jobs</li> <li>• Number of low to moderate income persons*</li> <li>• Number of accessible jobs</li> <li>• Transportation asset's condition</li> <li>• Segment fatalities and serious injuries</li> <li>• Number of acres of vacant land</li> <li>• Traffic congestion and delay</li> </ul>
<b>Invest in Transportation</b>	<ul style="list-style-type: none"> <li>• Leverage ratio</li> <li>• Availability of full funding for the requested project phase</li> </ul>

\* Please refer to maps provided on the Invest in Cook homepage for visualizations of transit deserts and disadvantaged community locations



## Next steps

- Any additional thoughts/comments about topics discussed today?
- Any initial thoughts about evaluation measures?

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