

## **Summary of STP Allocation Discussion July 18<sup>th</sup> Council of Mayors Executive Committee**

There are several major changes to the program proposed at this time and the Council of Mayors Executive Committee requested a meeting prior to the CMAP Board and MPO Policy Committee approval in October. The next meeting will take place in September.

There are four changes proposed to the program, each described below:

### ***FHWA Required:***

#### **1. New shared funding program**

- a. Removes the 5% Chicago allocation and creates a shared fund accessible by all Councils.
- b. Fund will be about \$43M and is open for larger projects throughout the region
- c. Competitive call for projects every two years.
- d. New CMAP committee or enhanced CMAQ Project Selection Committee will review and select projects funded

#### **2. Performance-based distribution of funds to local Councils**

- a. No longer distributed based on population
- b. Use performance measures from MAP-21 and FHWA rules, including pavement condition, bridge condition, congestion, safety, and non-Single Occupancy Vehicle (SOV) travel
- c. If there is a higher percentage of total need, then a Council will receive a larger funding allocation
- d. Recalculated every five years
- e. KKCOM would receive approximately \$280K more per year

### ***CMAP Recommended:***

#### **3. Regional priorities for programming are proposed additions to each Council's STP methodology**

- a. Utilize ON TO 2050 strategy papers for specific project priorities: uses green infrastructure to manage storm water; serves a reinvestment area; improves access to jobs for economically disconnected areas; benefits freight movement
- b. Sponsors should pass complete streets ordinance and permit density at transit-supportive levels where transit is available or planned
- c. Requesting the priorities be 25% of points awarded through methodology
- d. Requesting use of a pavement management system and that pavement projects should emerge from the system
- e. Toll credits can be used as a match in construction phase for disadvantaged communities (identified in Local Technical Assistance program)

#### **4. Active program management**

- a. All phases will have accomplishment goals
- b. There will be a grace period for projects missing the goals, and money will be sent to the shared fund if not used
- c. Phase 1 is not eligible for shared fund
- d. Phase 1 can be eligible for funds at the Council's discretion

#### ***Staff Comments/Thoughts:***

- If a project does not meet a goal and the grace period expires, the funding will go to the large shared fund and all agencies will have access to it. However, most mayors at the meeting expressed a desire to keep deferred funds at the Council level and this recommendation is up for discussion.
- We will have to update our methodology again 2018-2019
- All programs are frozen until 2020; next call for projects in CY2019 for program starting in FFY2020, every two years after that
- Calls for projects using the shared fund will be in alternate years from the Council call for projects. Keep in mind, all Councils will be looking for funding from the shared fund and it will be competitive
- The regional fund is an opportunity for all agencies to access larger amounts of STP funding over and above each Council's cap. We believe that the way the fund selection is crafted will give suburban projects a fair chance.
- The pavement management system remains a general recommendation. It could be a large burden on smaller communities and staff will continue to monitor this proposal.
- KKCOM staff has asked if projects already funded could ask for cost increases during the freeze period. We will share the response when we receive it
- Because our program is frozen, we will not be adding any B-List LAFO projects

Any comments or questions should be directed to Kane Kendall Council of Mayors staff [planningstaff@co.kane.il.us](mailto:planningstaff@co.kane.il.us)