



# Chicago Metropolitan Agency for Planning

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## MEMORANDUM

**To:** Council of Mayors Executive Committee

**CC:** Subregional Planning Liaisons, Chicago Department of Transportation staff

**From:** CMAP Staff

**Date:** February 5, 2020

**Re:** FFY 2020 Local STP Program Status

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Over the past two years, local governments in northeastern Illinois have delivered a transportation program of unprecedented size. Local Surface Transportation Program (STP-L) spending has been \$30 – 40 million higher each year than is typical. The Councils have seen many important projects go to construction or make significant progress toward implementation. As a result, remaining STP-L funding for the current year is limited, and not all projects targeting a state letting in federal fiscal year 2020 (ending September 30) can be accommodated. This memo provides context on the shortfall and describes actions needed to adjust the program.

### Background

Federal rules require metropolitan planning organizations, including the Chicago Metropolitan Agency for Planning, to develop a transportation improvement program (TIP) that lists the projects that will use federal funding. The TIP is to include the specific fund source that will be used in each year for each phase of a project. The projects to be funded from the current year of the TIP cannot add up to more than the available funding, a requirement known as fiscal constraint. STP-L funds are subject to this requirement. After a deduction for the STP Shared Fund in accordance with the [STP agreement](#), the amount for the council programs is \$133,856,514 in federal fiscal year (FFY) 2020. To maintain fiscal constraint, the total amount of STP-L funds programmed in CMAP's TIP in FFY 20 cannot exceed that amount.

In comparison, sponsors of local projects are seeking authorization to use \$223,457,965 in STP-L funds in FFY 20. The accompanying [spreadsheet](#) lists these projects. As was discussed at the [August](#) and [October](#) Council of Mayors Executive Committee meetings as well as at individual

Council meetings over the past several months, STP-L funding is only available to program in FFY 20 for construction projects up to and including those on the March 6, 2020 state letting.

The allotment of STP-L funds provided to the region is set by a formula developed by the Illinois Department of Transportation (IDOT). In the past two years, actual use of STP-L funds has significantly exceeded the allotment. In FFY 18 and FFY 19, local governments used (“obligated”) \$356 million in STP-L funds, or \$76.7 million more than the combined allotments for those two years. IDOT was able to accommodate the additional funding requests in the previous two years, but has indicated that it cannot do so this year, as described in this [letter](#). For reference, the accompanying [spreadsheet](#) lists the projects on which STP-L funding was obligated by the Councils in FFY 2018, 2019, and 2020 (through January).

### **Action needed**

The Councils will need to move all funds for construction and construction engineering project phases currently targeting the April, June, July, September, or November lettings of this year to FFY 21 in the TIP. Funding for phase 1 and phase 2 engineering and right-of-way currently programmed in FFY 20 can remain programmed in FFY 20. Project sponsors should continue moving forward with their project(s) so that they can use any funding that may become available. CMAP will closely monitor projects and recommend reallocating resources if so. Project sponsors are encouraged to also explore other funding sources where possible. However, project sponsors should not execute agreements for project phases not programmed in the TIP in FFY 2020, as this could inadvertently reduce funding available to the region.

### **Next steps**

At the end of federal fiscal year 2020 (September 30, 2020) the regional STP-L balance will be reset to \$0 and all Councils will build new programs using their [new STP-L allotments](#) for FFY 2021-25 to program projects in the TIP. Under the STP agreement, Councils may choose to grandfather projects into their new programs that could not be accommodated in FFY 20.

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