

## MEMORANDUM

**To:** STP Project Selection Committee

**From:** CMAP Staff

**Date:** May 7, 2026

**Subject:** STP Shared Fund Methodology – Resilience planning factor

**Action Requested:** Discussion

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Published in March, the [Transportation Resilience Improvement Plan](#) (TRIP) identifies where the regional transportation system is vulnerable to extreme weather and climate change and how to make it more resilient. It provides a roadmap to inform and prioritize transportation planning and decision making throughout the region. TRIP meets the Federal Highway Administration’s Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

At the May meeting, staff will provide an overview of TRIP and discuss modest changes to the resilience planning factor for the FFY2028-32 project selection cycle to align the scoring criterion with it.

### **How was TRIP developed?**

Through data analysis and flood modeling, literature reviews, partner interviews, workshops, and other approaches, CMAP first sought to understand the region’s risks and to determine ways to reduce those risks. The [TRIP vulnerability assessment](#) found that flooding is the biggest climate-related risk to the transportation system and extreme heat poses the biggest threat to transportation users and outdoor workers. Both flooding and extreme heat events are expected to worsen in the future, making it essential for our region to prepare.

Over a three-year period, CMAP engaged a wide range of state, county, and municipal partners and stakeholders through a project steering committee, workshops, focus groups, interviews, and CMAP’s public bodies. These engagement efforts helped verify findings and ensure that the plan aligns with the resilience needs and priorities of regional partners and stakeholders.

## Current resilience scoring

The application materials from the last call for projects state:

Projects in the eligible categories below will receive resilience policy points if the local jurisdiction (municipality, township, and/or county) in which they are located has an adopted policy with the goal of increasing transportation resilience. A green streets policy is one example of a resilience policy.

These projects will also receive resilience elements points if the project includes elements that improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as flooding, extreme heat, and other weather events or natural disasters. Projects that are located where there are higher flood and heat exposure scores from the Transportation Resilience Improvement Plan climate vulnerability assessment will receive more points for inclusion of resilience elements that address the vulnerability than those located where the TRIP vulnerability scores are lowest or that include resilience elements that are not directly related to the vulnerabilities.

Bridge rehab/reconstruction, bus speed improvements, and corridor/small area safety improvement projects are ineligible to receive resilience points.

| Project type(s)  | Maximum resilience policy points | Maximum resilience elements points |
|--|----------------------------------|------------------------------------|
| Bicycle/pedestrian barrier elimination; Highway-rail grade crossing improvements; Road expansion; Road reconstruction; Transit station, yard, or terminal improvements; Truck route improvements | 1                                | 4                                  |

Eligible elements vary based on the function of the resilience improvement. Some elements are eligible outright, while others must exceed the established design standards to receive points. For example, a project that provides stormwater storage using gray infrastructure would need to provide additional capacity than what is currently required in order to be eligible.

## Recommendations for integrating TRIP into the resilience planning factor

Staff recommend modest changes to incorporate TRIP strategies into the resilience planning factor for the FY2028-32 project cycle. The changes will support expanding the list of eligible resilience elements and aligning project scoring with the TRIP priority project list.

**Expand list of eligible resilience elements.** TRIP presents 21 project resilience strategies — a collection of structural, nature-based, and hybrid tactics — that can increase flood or heat resilience. Staff recommend using TRIP’s more expansive suite of strategies as an approved list of resilience elements, while still allowing other elements to be considered on a case-by-case basis.

For the last cycle, certain structural or gray infrastructure elements were only eligible if the project sought to go above the design standard. For example, road drainage upgrades had to exceed the required stormwater storage and conveyance standards. Staff recommend making more elements eligible outright and using the scoring process to assess the impact of the proposed project.

**Align project scoring with TRIP priority project list.** TRIP highlights 64 projects identified by partner agencies and evaluated by CMAP where prioritized investments can increase the transportation system's resilience. Through TRIP identification, these projects are more competitive for national [PROTECT grants](#) and eligible for a reduced cost-share. CMAP further refined the project list to identify the 20 highest priority projects to help the agency and the region focus their support for potential funding and coordination.

Staff recommend using TRIP's scoring methodology which evaluates projects based on the system need and project impact. System need will still be determined based on the exposure score of the TRIP vulnerability assessment. Project impact will be assessed based on the project's ability to mitigate the need and/or build additional resilience and co-benefits. This change will ensure consistency between efforts and lessen the effort required by sponsors when submitting projects that are on the TRIP priority list.

To align scoring, staff also recommend eliminating the resilience policy point. In previous years, projects were awarded one point if the local jurisdiction in which they are located had an adopted policy with the goal of increasing transportation resilience (e.g., a green streets policy). The policy point did not result in notable change in adopted resilience policies in the region and was difficult for staff to score, given sponsors' broad interpretation of what qualifies as a transportation resilience policy.