



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

STP Project Selection Committee Annotated Agenda Thursday, August 6, 2020 9:30 a.m.

Please join this meeting from your computer, tablet or smartphone.

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Access Code: 807-837-701

- 1.0 Call to Order** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – July 16, 2020**
ACTION REQUESTED: Approval
- 4.0 Evaluating the Lessons Learned**
Staff will present proposed changes to the transportation impact scoring for bridge rehabilitation/reconstruction projects and truck route improvement projects, proposed changes to the freight planning factor, and proposed changes to the weighting and applicability of planning factors for all project types.
ACTION REQUESTED: Discussion
- 5.0 Shared Fund Status Update**
Staff will provide a summary of any interim updates to the status of active and contingency program projects since the July 16th meeting.
ACTION REQUESTED: Information
- 6.0 Local Program Updates**
Staff will provide an update on the status of the development of FFY 2021 – 2025 local programs.
ACTION REQUESTED: Information
- 7.0 Other Business**

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion.

9.0 Next Meeting

The next meeting is scheduled for Thursday, September 3, 2020 at 9:30 a.m.

10.0 Adjournment

STP Project Selection Committee Members:

_____ Dan Burke

_____ John Donovan*

_____ Jesse Elam

_____ Heather Mullins*

_____ Kevin O’Malley

_____ Chad Riddle*

_____ Leon Rockingham

_____ Jeffery Schielke

_____ Jeffrey Sriver

_____ Eugene Williams

_____ John Yonan*

*Advisory



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Chicago Metropolitan Agency for Planning (CMAP)

DRAFT

STP Project Selection Committee Meeting Minutes

July 16, 2020

Via GoToMeeting

Committee Members Present: Jesse Elam, Chairman – CMAP, Dan Burke – CDOT, John Donovan – FHWA, Lorri Newson – RTA, Grant Davis - CDOT, Tara Orbon – Counties, Leon Rockingham – Council of Mayors, Jeffery Schielke – Council of Mayors, Jeffrey Sriver – CDOT, Eugene Williams - Council of Mayors

Others Present: Elaine Bottomley, Emily Daucher, Mark Decker, Jackie Forbes, Michael Fricano, Jeremy Glover, Scott Hennings, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Heather Mullins, Matthew Pasquini, Kelsey Passi, Ryan Peterson, Leslie Phemister, David Seglin, Troy Simpson, Joe Surdam, Audrey Wennink, Rita Yamin

Staff Present: Lindsay Bayley, Aaron Brown, Daniel Comeaux, Teri Dixon, Kama Dobbs, Doug Ferguson, Parry Frank, Craig Heither, Stephanie Levine, Jen Maddux, Timothy McMahon, Martin Menninger, Thomas Murtha, Russell Pietrowiak, Todd Schmidt, Elizabeth Scott, Tina Smith, Ryan Thompto, Mary Weber, Simone Weil

1.0 Call to Order

The meeting was called to order at 9:35 am by Chairman Elam. Ms. Dixon took attendance for the committee members on the call.

2.0 Agenda Changes

Chairman Elam reminded members and other attendees of best practices for participating in a virtual format. Due to changes in the Open Meetings Act, he explained that all votes need to be recorded as roll call votes.

Chairman Elam also announced Lorri Newsom’s new position as Chief Auditor at RTA. He thanked Lorri for her service and announced that Heather Mullins will represent the RTA going forward.

3.0 Approval of Minutes – June 25, 2020

A motion was made by Mayor Rockingham, seconded by Mr. Sriver, to approve the minutes of the June 25, 2020 meeting as presented. A roll call vote was conducted:

- Aye David Seglin, CDOT (on behalf of Dan Burke)
- Aye Grant Davis, CDOT
- Aye Jeff Sriver, CDOT
- Aye Mayor Rockingham, Council of Mayors
- Aye Mayor Schielke, Council of Mayors
- Aye Mayor Williams, Council of Mayors

With all in favor, the motion carried.

4.0 Evaluating the Lessons Learned

Ms. Dobbs reviewed the existing transportation impact scoring for bus speed improvement and stated that there are no proposed changes to the methodology. Next, Ms. Dobbs reviewed the current methodology for transit station improvement projects. She stated that staff is proposing removing passenger capacity from both the existing conditions and improvement scoring. Instead, staff proposes adding a new component for pedestrian and bicycle access to stations. Additionally, staff proposes the inclusion of bus terminal or transfer points and certain park-and-ride lots served by express buses as stations in this category. Mr. Sriver asked what criteria would qualify a location to be considered a station and suggested that in addition to Pace locations, some CTA transfer locations should be considered. Ms. Dobbs said there isn’t a defined list yet, but staff will include CTA in the discussion.

Ms. Dobbs then explained the existing conditions scoring components staff is proposing for transit stations projects, which include continuing the use of the cost-weighted average TERM rating and adding the percent of roads in the station area with no sidewalks. For projects that include both station improvements and access improvements, these criteria would be equally weighted. For projects including one improvement or the other, the applicable criterion would be used. Mr. Sriver raised concerns that the new scoring methodology may encourage applicants to separate one project into multiple. Ms. Dobbs noted that applicants would risk only having a portion of their project funded if the project were separated into multiple applications. Chairman Elam said staff will look into how to incentivize project sponsors to do as much as possible with a single project.

Next, Ms. Dobbs proposed that the percentage of new plus improved sidewalk, in linear feet, be used to determine the improvement for bike/ped access to stations. Mr. Sriver requested clarification that added sidewalk includes both new sidewalk and the improvement of existing sidewalk and suggested more credit be given for completing sidewalks on both sides of the street. Mr. Davis agreed and suggested consideration of including methods for crossing the street. Ms. Dobbs explained that these elements could get picked up in the complete streets planning factor score and that, at the moment, CMAP does not have the detailed data needed around each station for this type of analysis. Ms. Dobbs and Chairman Elam agreed this would, however, be a good next step to consider.

Ms. Dobbs noted that no changes to the jobs/household methodology for transit station projects were being proposed.

Ms. Dobbs presented the staff proposal for a new project category for bicycle and pedestrian barrier elimination. Physical barriers defined would be water features, railroads, or roads that are physically divided and/or unsafe to cross. Ms. Dobbs explained the proposed existing conditions score would include: route characteristics, market for facility and connectivity. She then discussed how points would be awarded as well as the unique characteristics of each barrier type. Mr. Davis expressed concern that the water barrier criteria may have unintended consequences that could penalize built-up areas. He noted the Navy Pier Flyover as an example, where other improvements have been done less than a mile away. Another example would be the extension of the Bloomingdale trail over the Des Plaines River. Cortland crosses the river less than 0.1 miles from the trail, but it does not make sense to route thousands of trail users onto Courtland instead of extending the trail across the river. He encouraged consideration for not penalizing built-up areas or jurisdictions that have included bike/ped facilities on roadway structures. Ms. Dobbs noted that the proposed scoring scale considers that across the region there are places where the distances are significant between crossings. Mr. Davis added that the number of users should be considered and Mr. Sriver suggested considering multiplying users by the distance to achieve a total distance saved. Chairman Elam stated that unfortunately there are not bicycle usage counts throughout the region. Mr. Burke stated that sponsors should have projected trail users if they're proposing a project. Ms. Dobbs noted that the scoring being discussed is for the existing conditions, and to consider potential future users would be a diversion from the methods used across all other shared fund project categories. Mr. Elam also noted that requesting data from sponsors would lead to this category being the only one that did not rely on standard databases. Mr. Sriver stated that when considering this type of project we have to consider how many would be using a facility, but for the barrier. Mr. Simpson suggested consideration of a scoring category for the quality of the nearest facility, such as lane verses path.

Ms. Phemister suggested that proximity to schools also be included as a third factor in the market for facility due to the number of school children that travel by walking or bicycling.

Mr. Klemens stated that Lake County DOT used level of traffic stress to evaluate potential future projects on county highways and state roads, and they found that for these facilities which tend to be higher speed, multi-lane facilities there was not a significant difference in points awarded. Mr. Elam stated staff will review traffic stress data.

Ms. Phemister stated that it will be hard for low income communities to get forecasts of potential trail users, particularly if they are applying for phase 1 funding. Chairman Elam and Ms. Dobbs agreed that getting forecast data for any project, trails in particular, will be difficult regardless of whether phase 1 is completed or not.

Mr. Davis emphasized that he doesn't think it's unreasonable to ask people for existing conditions for the water barriers. Ms. Dobbs stated that when there are larger distances between crossings, there may not be existing users. Chairman Elam said staff will look into other approaches to scoring that can overcome lack of data. Ms. Dobbs also noted that when there are larger distances between crossings, there may not be existing users. Mr. Sriver suggested a hybrid approach, where if data didn't exist, scoring would default to the scale presented by staff.

Next, Ms. Dobbs reported that staff proposes using cost effectiveness of changes to route characteristics for the improvement scores for barrier elimination projects. To calculate the jobs and households score, staff is proposing using data from the bicycle switching model to define the travel shed for barrier elimination projects. Then the jobs and households within the travel sheds would be calculated in the same manner as other existing project types.

Ms. Dobbs then stated that staff proposes applying the inclusive growth, green infrastructure, and the policy portion of the complete streets planning factors to this new project type, noting that specific points awarded for each category would be discussed at the next meeting.

Ms. Mullins asked how sidewalks measure bicycle access to station, noting that in many municipalities it's illegal to ride bikes on sidewalk. She suggested there be another factor to measure bicycle access to stations. Ms. Dobbs agreed but stated staff currently does not have bicycle facility data for the half mile area around stations. Mr. Sriver asked if inclusion of bike parking or bike sharing at the station would be a way to factor in bicycle access. Chairman Elam said that CMAP does not have an exhaustive analysis of bike parking or access at stations across the region, but there could be some consideration to providing bike parking. He also noted that pedestrian improvements

are probably going to be the thing that benefit the most transit users, so that is one reason for focusing on it. Ms. Mullins noted that Metra has data about bike parking at their stations, and the other service boards may also. Ms. Dobbs suggested one resolution could be to include additional points for items like improved bike parking or street crossings in the improvement scores, and stated that staff will discuss modifying the proposed scoring.

Finally, Ms. Dobbs presented staff's proposed changes to the complete streets planning factor. Staff proposes giving more weight to inclusion of complete streets elements, and reducing the weight for complete streets policies. She stated that staff also proposes that points be awarded for specific treatments, not as "all or nothing", and presented the proposal. Mr. Sriver noted that achieving maximum points may not be possible as presented and provided the example that it is unlikely a project would have both a protected bike lane and a multi-use path. Mr. Sriver also noted that there are other complete streets elements to include such as curb extensions, pedestrian refuge islands, and road diets to incentivize every tool in the complete streets toolbox. Ms. Dobbs agreed there are additional complete streets elements that could be incorporated, but did note that including more elements could further hinder projects from reaching maximum points. Mr. Davis stated he likes shifting more points to the elements and awarding more points for more impactful elements. He suggested setting a maximum number of points and having a menu of options that could get a sponsor to that maximum. Ms. Dobbs stated staff will look at what would be an appropriate maximum, keeping in mind that if all projects receive maximum points in this category it does not serve to differentiate one project from another. Mr. Sriver thanked staff for the detailed work behind the proposals. Ms. Dobbs and Mr. Elam added that staff also appreciates the committee's in depth discussion.

5.0 Shared Fund Status Update

Ms. Dobbs stated that status reports based on the June quarterly status updates were included in the meeting materials and that items in red reflect major changes since April.

6.0 Local Program Updates

Ms. Weber reported that public comment periods remain open for a few councils and CDOT. Council committees and governing bodies will begin consideration of comments and voting on recommended programs later this month.

7.0 Other Business

There was no other business.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

Chairman Elam announced that the next meeting will be held virtually on Thursday, August 6th at 9:30am. Discussion will include staff's proposal for transportation impact scoring for safety, truck route, and bridge projects, and the weighting and applicability of planning factors to the individual project types.

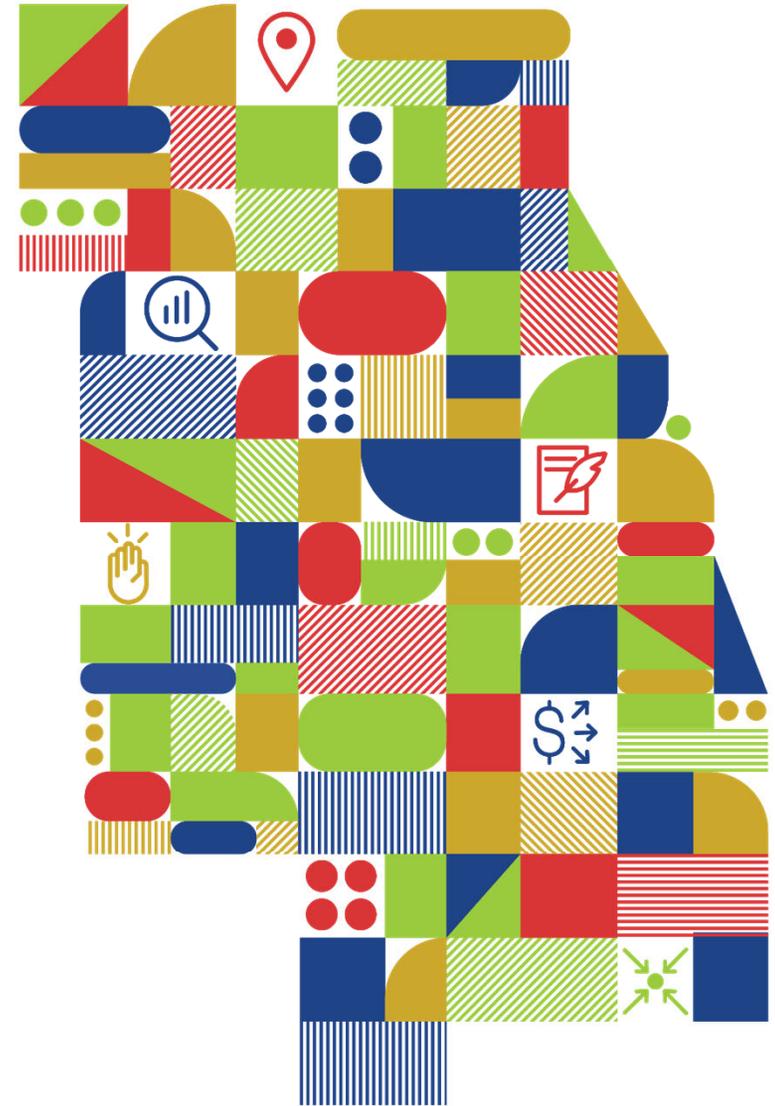
10.0 Adjournment

There being no other business, Chairman Elam adjourned the meeting at 10:42 a.m.



Bridge and Truck Route scores; Freight planning factor; Planning factor weights

August 6, 2020



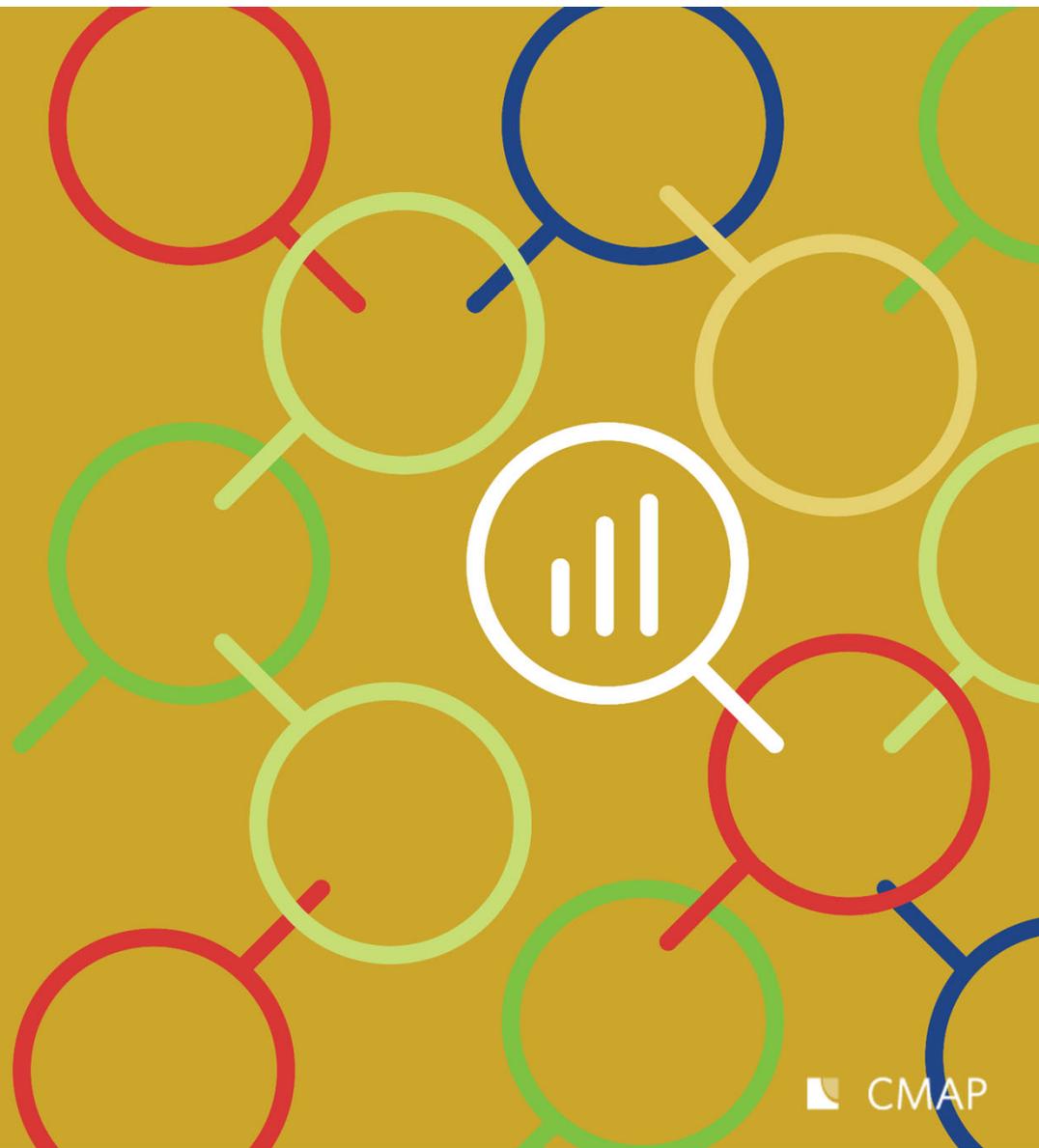
Overview

Staff proposal for revised transportation impact scoring: bridge rehab/replace and truck route improvements

Staff proposal for revised freight planning factor scoring methodology

Staff proposal for revised planning factor weights

Bridge rehabilitation and reconstruction projects



Current methodology

Existing Condition

National Bridge Inventory (NBI) sufficiency rating subtracted from 100

Improvement (cost effectiveness of)

Sufficiency rating adjusted based on type of work and the functional classification of the road using IDOT's major bridge program factors

For projects involving multiple individual structures, the structure with the worst rating is deemed the "critical structure" and both scores are based on this critical structure.

Comments and staff findings

Adjustment factors disadvantage constrained urban bridges by using unachievable standards

Adjustment factors may not capture the full scope of improvements when work is on multiple parts (deck, superstructure, substructure) of the bridge

Proposed methodology changes

Existing Condition

NBI sufficiency rating subtracted from 100 (No change)

Proposed methodology changes

Improvement (cost effectiveness of)

The potential impact of the project scope on:

- Deck Condition Rating (NBI Item 58)
- Superstructure Condition Rating (NBI Item 59)
- Substructure Condition Rating (NBI Item 60)
- Bridge Posting Code (NBI Item 70)

Additional points if the project corrects (or a design exception is issued for):

- Insufficient lane width (NBI Item 51 / NBI 28A)
- Traffic safety features (NBI Item 36) do not meet currently acceptable standards (bridge railings, transitions, approach guardrail, and/or bridge guardrail ends)

Proposed total improvement score

Sum of the deck, superstructure, substructure, bridge posting, insufficient lanes, and safety features scores

Assumptions – structural elements

Full replacement of the structure or a component(s) of the structure results in maximum condition ratings for the replaced components

Partial replacement or rehabilitation of a component(s) results in a “satisfactory” rating for the replaced/rehabbed component(s)

Repairs to a component not being replaced/rehabbed result in a one category improvement in the component’s rating

The region’s historic and/or movable bridges face significant restrictions to full replacement

Scoring – structural elements

Deck Improvement Score (0 – 9 points)

Scope of Work	Score
Full deck replacement	9 – (current deck condition rating)
Partial deck replacement or deck rehabilitation*	6 – (current deck condition rating)
Deck repair (including joint sealing or joint repairs)	1 point

Superstructure Improvement Score (0 – 9 points)

Scope of Work	Score
Full superstructure replacement	9 – (current superstructure condition rating)
Partial superstructure replacement or superstructure rehabilitation (including girders, stringers, trusses, arches, pin & hangers, etc.)*	6 – (current superstructure condition rating)

Substructure Improvement Score (0 – 9 points)

Scope of Work	Score
Full substructure replacement	9 – (current substructure condition rating)
Partial substructure replacement or substructure rehabilitation (including abutments, piers, columns, caps, piles, walls, footings, etc.)*	6 – (current substructure condition rating)

*Multiplier may apply for historic or movable structures

Deck (NBI Item 58), superstructure (NBI Item 59), substructure (NBI Item 60), and culvert condition (NBI Item 62) ratings are:

- 9 – Excellent
- 8 – Very Good
- 7 – Good
- 6 – Satisfactory
- 5 – Fair
- 4 – Poor
- 3 – Serious
- 2 – Critical
- 1 – Imminent Failure
- 0 – Failed

Historic and/or movable structures

Full replacement is not feasible and/or is cost prohibitive due in part to SHPO requirements

In recognition that these structures likely cannot achieve a condition rating of “9”, a multiplier of 1.5 will be applied to the element improvement score for partial replacement or rehabilitation of that element

Historical Significance (NBI Item 37):

- 1 – On National Register**
- 2 – National Register Eligible**
- 3 – May be National Register Eligible*
- 4 – Unknown Historical Significance*
- 5 – Not National Register Eligible

Structure Type, Main (NBI Item 43B):

- 15 – Movable – Lift**
- 16 – Movable – Bascule**
- 17 – Movable - Swing**

Bold: Multiplier will be applied; *Italic: Multiplier may be applied, pending additional information*

Assumptions & scoring – load posting

Full replacement results in the removal of any existing load postings

Partial replacement or rehabilitation may result in additional load capacity; the project sponsor must provide an estimate of the expected new load rating that will result from the project.

Improvement to bridge posting (0 – 5 points)

Scope of Work	Score
Full replacement	5 – (current bridge posting code)
Partial replacement or rehabilitation of deck, superstructure, substructure, and/or bearings and/or installation of temporary or permanent strengthening measures	(bridge loading code based on estimated load rating) – (current bridge posting code)

Bridge posting codes (NBI Item 70) are:

- 5 – Equal to or above legal loads
- 4 – 0.1 – 9.9% below legal loads
- 3 – 10.0 – 19.9% below legal loads
- 2 – 20.0 – 29.9% below legal loads
- 1 – 30.0 – 39.9% below legal loads
- 0 – > 39.9% below legal loads

Scoring – lane width & safety

Improvement to insufficient lane width (0 – 1 point)

If the average lane width prior to the project is less than shown below, based on the number of lanes carried, 1 point will be awarded if the project replaces or widens the deck or the entire structure and/or removes a lane(s) in order to exceed the minimum, or if a design exception is documented.

# of lanes	Average width*
1	14 ft
2	16 ft
3	15 ft
4	14 ft
5+	12 ft

*Source: Thresholds for “Width of Roadway Insufficiency” component of the sufficiency rating formula

Improvement to safety features (0 – 2 points)

If any of the following safety features are currently rated “0”, 0.5 points will be awarded for each feature that will be brought up to standard by the project, or for each feature for which a design exception is documented:

- Bridge railings (NBI Item 36A)
- Transitions (NBI Item 36B)
- Approach guardrail (NBI Item 36C)
- Bridge guardrail ends (NBI Item 36D)

Questions?



Truck route improvement projects



Current methodology

Existing Condition

Pavement condition, safety, reliability, mobility, and truck volumes (equally weighted)

Improvement (cost effectiveness of)

Improved mobility (50%) and inclusion of listed systematic or incident detection, response, and recovery strategies in the project scope (50%)

Comments and staff findings

Scoring does not consider geometric deficiencies that inhibit efficient truck movement

No consideration is given to negative impacts of truck traffic on surrounding communities

All projects were assumed to result in a mobility improvement

Proposed methodology changes

Existing Condition

- Retain condition, safety, reliability, mobility, and truck volume
- Add geometric deficiencies
- Adjust relative weighting

Improvement

- Retain mobility and systematic improvements
- Add geometric improvements
- Add mitigation of negative impacts
- Adjust relative weighting

Proposed existing condition score

Weighting:

Factor	Weight
Condition (length weighted average)	10%
Safety (worst segment/point)	10%
Reliability (length weighted average)	20%
Mobility (length weighted average)	20%
Truck Volume (length weighted average)	20%
Geometry (% deficient)	20%

Geometric deficiencies

Presence of a weight-restricted bridge(s) within project limits

Presence of vertical clearance restrictions within project limits

% of project length with insufficient outer lane width for the design vehicle

% of intersections within project limits with insufficient turn radii and/or insufficient queue storage for the design vehicle

Proposed improvement score (cost effectiveness of)

Four equally weighted factors:

- Improvement to mobility
- Reduction in geometric deficiencies
- Inclusion of systematic improvements
- Mitigation of negative impacts of trucks

Systematic improvements

Systematic Improvements	Score*
Truck travel information systems	5
Adaptive signal control	4
Integrated Corridor Management	3
Traffic signal interconnect	3
Dynamic message signs	2
Truck route signing	1

*Scores may be combined, to a maximum of 5 points

Mitigation of negative impacts

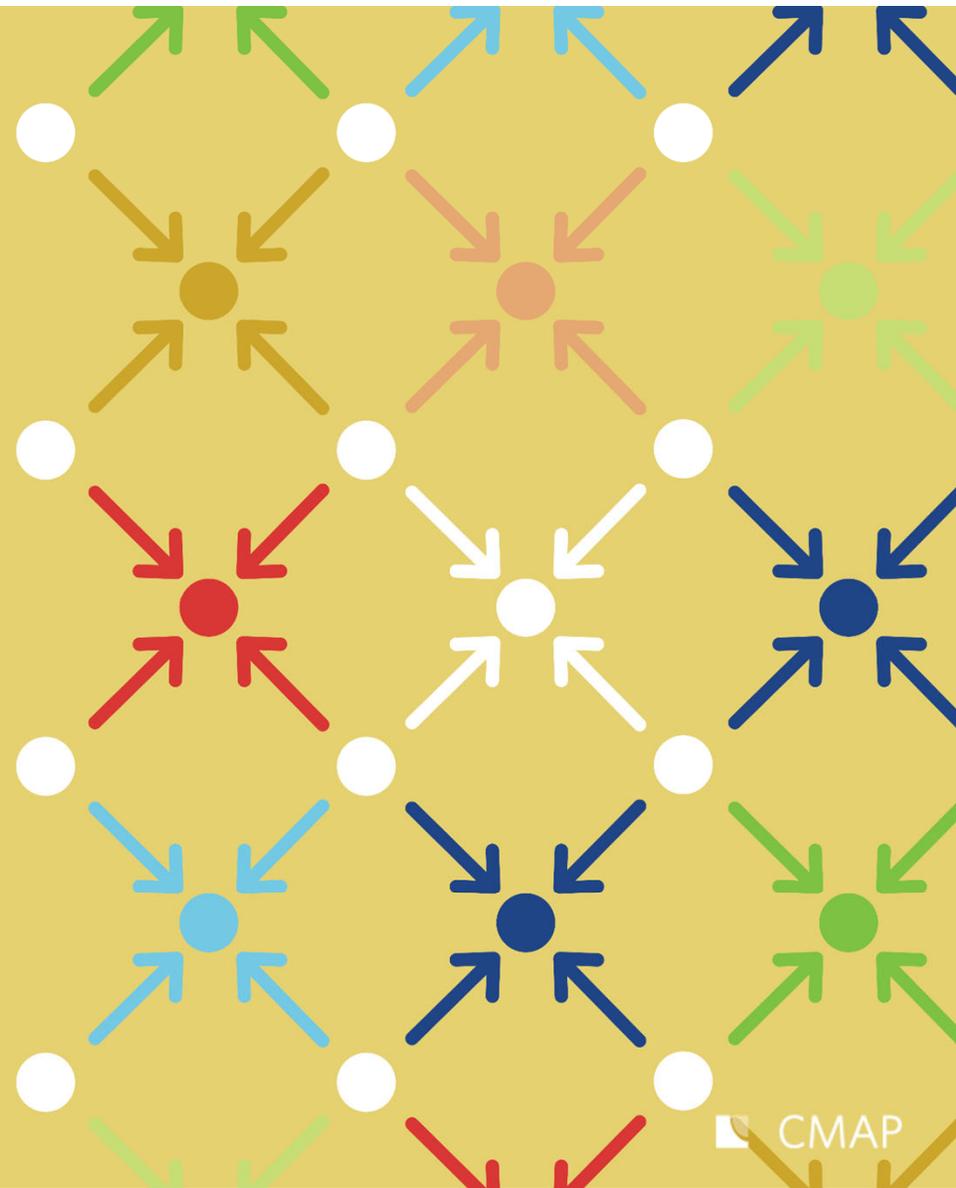
Mitigation Strategy	Score*
Project reroutes trucks away from sensitive land uses (e.g. hospitals, cemeteries, schools, parks, low income communities, downtown areas, agricultural areas, natural areas, etc.)	5
Project includes electrification infrastructure	4
Project includes noise mitigation (sound walls, berms)	3
Presence of off-street freight loading zones within project limits	3
Loading/delivery time restrictions are imposed in project area	2

*Scores may be combined, to a maximum of 5 points

Questions?



Freight planning factor



Current methodology

Points awarded based on the highest truck percentage within the project location

Applies to road expansions, road reconstructions, bridge rehab/reconstructions, and corridor/small area safety project types

Comments and staff findings

Scoring does not consider the project's role in the regional movement of goods

Scoring does not consider planning/policy recommendations of ON TO 2050

Consider negative points for negative impacts of increase in heavy vehicles

Proposed methodology

Project located on the National Highway Freight Network, a designated Class I or Class II truck route, or a National Highway System Intermodal Freight Connector

3 points

Project sponsor has adopted policies or procedures to improve truck routing and permitting and/or delivery management strategies to reduce negative impacts of freight

2 points

Freight policies

Project sponsor has adopted policies or procedures to improve truck routing and permitting and/or delivery management strategies to reduce negative impacts of freight

2 points

Freight policy or procedure	Score*
Sponsor has an online truck permitting program	1
Sponsor has one or more delivery management policies	1
Sponsor has completed/participated in a truck routing study	1
Sponsor has completed a systematic review of truck restrictions within their jurisdiction	1
The project is identified in a local, county, or regional freight mobility plan	1

*Scores may be combined, to a maximum of 2 points

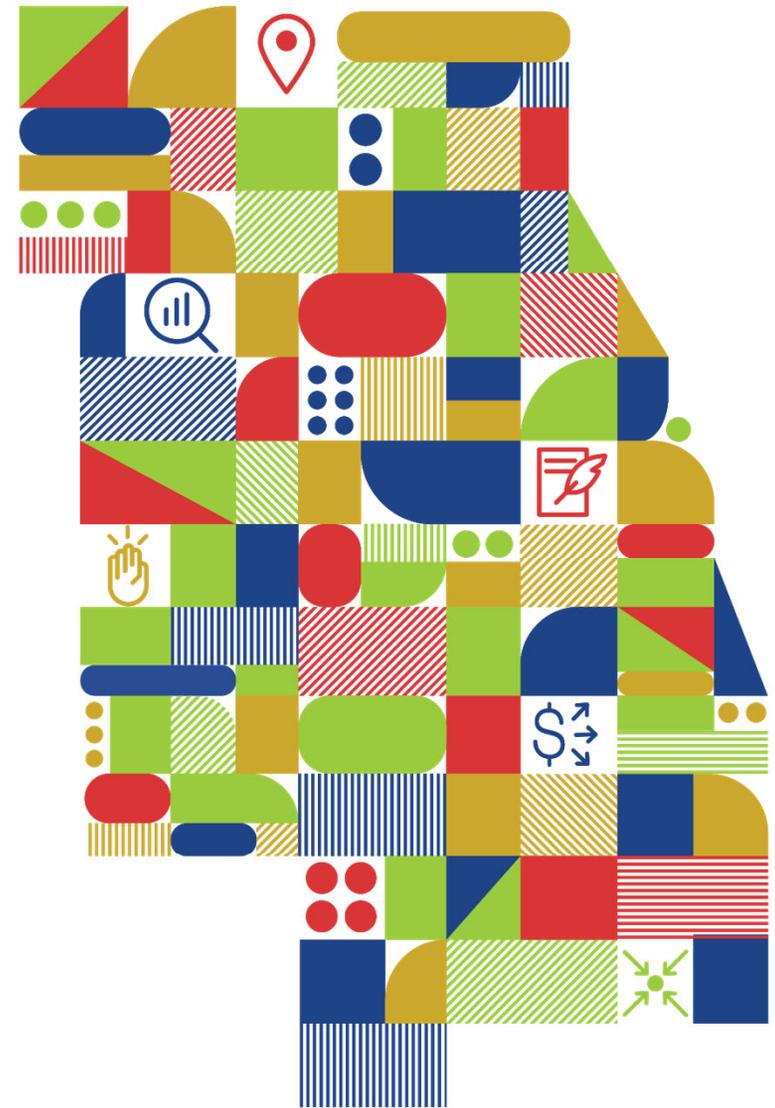
Questions?





Planning factor weighting

August 6, 2020



Planning factors

The intent of planning factors is to set projects up for success by encouraging supportive policies and to account for additional project benefits not captured through the transportation impact analysis

Current scoring

Project Type	Inclusive Growth	Complete Streets		Green Infrastructure		Freight	Transit supportive density		Total
		Policies	Elements	Policies	Elements		Density/Parking	Mixed Use	
Bridge Rehab/Reconstruction	10	5	5			5			25
Bus Speed Improvements	10	2.5	2.5				7	3	25
Corridor/Small Area Safety Improvements	10	5	5			5			25
Highway-Rail Grade Crossing Improvements	10	5	5	2.5	2.5				25
Road Expansion	10	2.5	2.5	2.5	2.5	5			25
Road Reconstruction	10	2.5	2.5	2.5	2.5	5			25
Transit Station Improvements	10	2.5	2.5				7	3	25
Truck Route Improvements	10	5	5	2.5	2.5				25

Comments received

All: More criteria should be considered for certain project types for a more holistic evaluation

Inclusive Growth: scores were lower than expected

Complete Streets: emphasis should be on elements in projects vs. policies

Freight: Negative impacts should be considered

Green Infrastructure and Transit Supportive Density: no specific comments received

Proposed changes

Increase the total weight of planning factors from 25% to 30%

Increase the points for Inclusive Growth (all project types) from 10 to 15

Change policy/elements weight for Complete Streets

Change Freight to network/policy evaluation

Remove Complete Streets from transit station projects; replace with Green Infrastructure

Apply factors to new bike/ped barrier projects

Proposed scoring

Project Type	Inclusive Growth	Complete Streets		Green Infrastructure		Freight		Transit supportive density		Total
		Policies	Elements	Policies	Elements	Policies	Network	Density/Parking	Mixed Use	
Bicycle/Pedestrian Barrier Elimination	15	10	*	2.5	2.5			*	*	30
Bridge Rehab/Reconstruction	15	4	6			2	3			30
Bus Speed Improvements	15	2	3					7	3	30
Corridor/Small Area Safety Improvements	15	4	6			2	3			30
Highway-Rail Grade Crossing Improvements	15	4	6	2.5	2.5	*	*			30
Road Expansion	15	2	3	2.5	2.5	2	3			30
Road Reconstruction	15	2	3	2.5	2.5	2	3			30
Transit Station Improvements	15		*	2.5	2.5			7	3	30
Truck Route Improvements	15	4	6	2.5	2.5	*	*			30

* This factor is included in the transportation impact evaluation for this project type

Questions?





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