



STP Project Selection Committee
Annotated Agenda
Thursday, September 3, 2020
9:30 a.m.

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

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Access Code: 503-716-037

- 1.0 Call to Order** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – August 6, 2020**
ACTION REQUESTED: Approval
- 4.0 Evaluating the Lessons Learned**
Staff will present proposed changes for safety projects and revisions to prior proposals for transit station and bike/ped barrier elimination projects. Proposals for a subregional priority criterion to replace the council bonus points and additions to the application booklet regarding the programming process and staged construction will also be presented.
ACTION REQUESTED: Discussion
- 5.0 Shared Fund Status Update**
September quarterly updates are currently in progress, and will be reported on at the committee's next meeting.
ACTION REQUESTED: Information
- 6.0 Local Program Updates**
Final council approvals of FFY 2021 – 2025 local programs are in progress. TIP amendments incorporating the locally-approved programs will be considered by the MPO Policy Committee and CMAP Board on October 14, 2020.
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 24, 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

August 8, 2020
Via GoToMeeting

Committee Members Present: Jesse Elam, Chairman – CMAP, Luis Benitez – CDOT, John Donovan – FHWA, Michael Horsting – RTA, Kevin O'Malley - CDOT, Jeffery Schielke – Council of Mayors, Jeffrey Sriver – CDOT, Eugene Williams - Council of Mayors, John Yonan – Counties

Others Present: Dan Burke, Lenny Cannata, Emily Daucher, Grant Davis, Jackie Forbes, Michael Fricano, Jeremy Glover, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Eva De Laurentiis, Matthew Pasquini, Kelsey Passi, Ryan Peterson, Leslie Phemister, Troy Simpson, Dan Thomas

Staff Present: Teri Dixon, Kama Dobbs, Doug Ferguson, Parry Frank, Craig Heither, Leroy Kos, Stephanie Levine, Elliott Lewis, Thomas Murtha, Russell Pietrowiak, Todd Schmidt, Jeff Schnobrich, 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 announced attendance for the committee members on the call.

2.0 Agenda Changes and Announcements

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 reminded committee members that all votes must be recorded as roll call votes.

3.0 Approval of Minutes – July 16, 2020

A motion was made by Mayor Williams, seconded by Mr. O'Malley, to approve the minutes of the July 16, 2020 meeting as presented. A roll call vote was conducted:

Aye Luis Benitez, CDOT
Aye Kevin O'Malley, City of Chicago
Aye Jeff Sriver, CDOT
Aye Mayor Schielke, Council of Mayors
Aye Mayor Williams, Council of Mayors
Aye Jesse Elam, CMAP

With all in favor, the motion carried.

4.0 Evaluating the Lessons Learned

Ms. Dobbs reviewed the current methodology for bridge projects, noting that if a project involves multiple individual structures, the structure with the worst rating is deemed the 'critical structure' and is the basis for both existing condition and need scores. She also reviewed stakeholder concerns that adjustment factors disadvantage constrained urban bridges due to unachievable standards, and that the full scope of project improvement may not be captured when looking at just the overall sufficiency rating. Based on this feedback, staff proposes no changes to the existing condition scores, but is proposing changes to the improvement score methodology to focus more on the individual elements of the structures. As a result, the total improvement score is proposed to be the sum of the deck, superstructure, substructure, bridge posting, insufficient lanes, and safety features scores.

Ms. Dobbs then reviewed assumptions for determining how much improvement a project provided, discussing ratings awarded for full replacement, partial replacement and repairs to a component. She also noted that since it may not be feasible to fully replace a historical and/or movable structure, staff is proposing a 1.5 multiplier to the element improvement score for these structures. Ms. Dobbs next discussed proposed scoring for load posting, insufficient lane widths, and structure-related safety features.

Mr. Benitez requested clarification on the scoring for load posting improvements, noting that even without a full replacement, sponsors typically strive for improvements that will allow the posting to be removed. Ms. Dobbs confirmed that for rehabilitation projects, the sponsor would be responsible for providing an estimate in the change to the load posting, and if the posting was expected to be removed the score would reflect that. Additionally, Mr. Benitez noted that the NBI and IDOT bridge databases differ regarding historic designations. Ms. Dobbs stated that if the historic status was unclear in the NBI, the IDOT data would be reviewed. Ms. Dobbs also confirmed that the proposed multipliers will apply to deck, substructure and superstructure scores.

Next, Ms. Dobbs reviewed current truck route improvement project methodology. Through comments and staff discussion, it was determined that scoring does not consider geometric deficiencies, nor does it consider the negative impacts of truck traffic on surrounding areas. Therefore, staff is proposing retaining the existing condition

factors, and adding a consideration of geometric deficiencies. For improvement scoring, staff is proposing incorporating geometric improvements and mitigation of negative impacts.

Ms. Dobbs reported that geometric deficiencies will be scored by the presence of weight-restricted bridges or vertical clearance limits as well as the percentage of project length with insufficient lane width and/or turn radii. Insufficiencies will be determined by either phase 1 engineering or a planning level study. For improvement scores, staff is proposing four equally weighted factors, plus additional points for both systematic improvements as well as mitigation of negative impacts.

Mr. Sriver inquired about mitigation strategies and what qualifies as sensitive land. Ms. Dobbs clarified the key part will be how projects reroute truck traffic to avoid these areas, and that staff will put a narrative field in the application workbook for applicants to describe the mitigation strategies of the project.

Mr. Horsting asked if there has been any consideration given to truck traffic that overlaps with transit corridors, as this impacts walkability and access to transit services. Chairman Elam and Ms. Dobbs suggested that should be added to the list of examples of sensitive land use.

Ms. Dobbs next discussed how freight planning factors are applied, noting that points are awarded based on the percentage of trucks in project corridor. Staff found that this does not consider the project's role in the regional movement of goods nor does it consider the planning and policy recommendations of ON TO 2050. Staff is proposing scoring similar to complete streets and green infrastructure, with a portion of the points based on a project's location on a regional freight network and the remainder based on policies and procedures suggested by ON TO 2050, such as an online truck permitting program or delivery management policies. Mr. Sriver commended the refinements and expressed interest in the implementation results.

Finally, Ms. Dobbs reminded members that planning factors are meant to set projects up for success by encouraging supportive policies and accounting for project benefits not captured in the transportation impact analysis. She reviewed the current scoring matrix, distinguishing between points available for policies and elements. Ms. Dobbs then reviewed the proposed changes, which include adjusting the weighting of planning factors from 25% to 30% of the total score, increasing Inclusive Growth points to 15 and applying factors to new bike/ped barrier projects. Additionally, staff is proposing removing the complete streets planning factor from transit station projects and replacing them with green infrastructure. As a result of the proposed changes, the scoring matrix will allow for 30 points maximum instead of 25.

Chairman Elam emphasized the importance of these proposed changes, asking for committee feedback. Mr. O'Malley inquired about the density/parking criteria. Ms. Dobbs stated this focuses on zoning measures that encourage transit supportive densities in the areas around the station. Chairman Elam reviewed the proposed changes again, emphasizing the increase to inclusive growth points to benefit disadvantaged communities.

5.0 Shared Fund Status Update

There were no updates to report.

6.0 Local Program Updates

Ms. Weber reported that as of Tuesday, all local councils' public comment periods have closed. Final council approvals are scheduled throughout August and September. TIP amendments incorporating the new programs will be processed in early October for consideration by the MPO Policy Committee and CMAP Board at their joint meeting on October 14th.

7.0 Other Business

There was no other business.

8.0 Public Comment

There was no public comment.

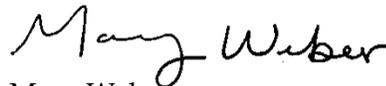
9.0 Next Meeting

Chairman Elam announced that the next meeting will be held virtually on Thursday, September 3rd at 9:30am. Discussion will include safety project scoring, council bonus points and partial funding.

10.0 Adjournment

There being no other business, Chairman Elam adjourned the meeting at 10:12 a.m.

Respectfully submitted,

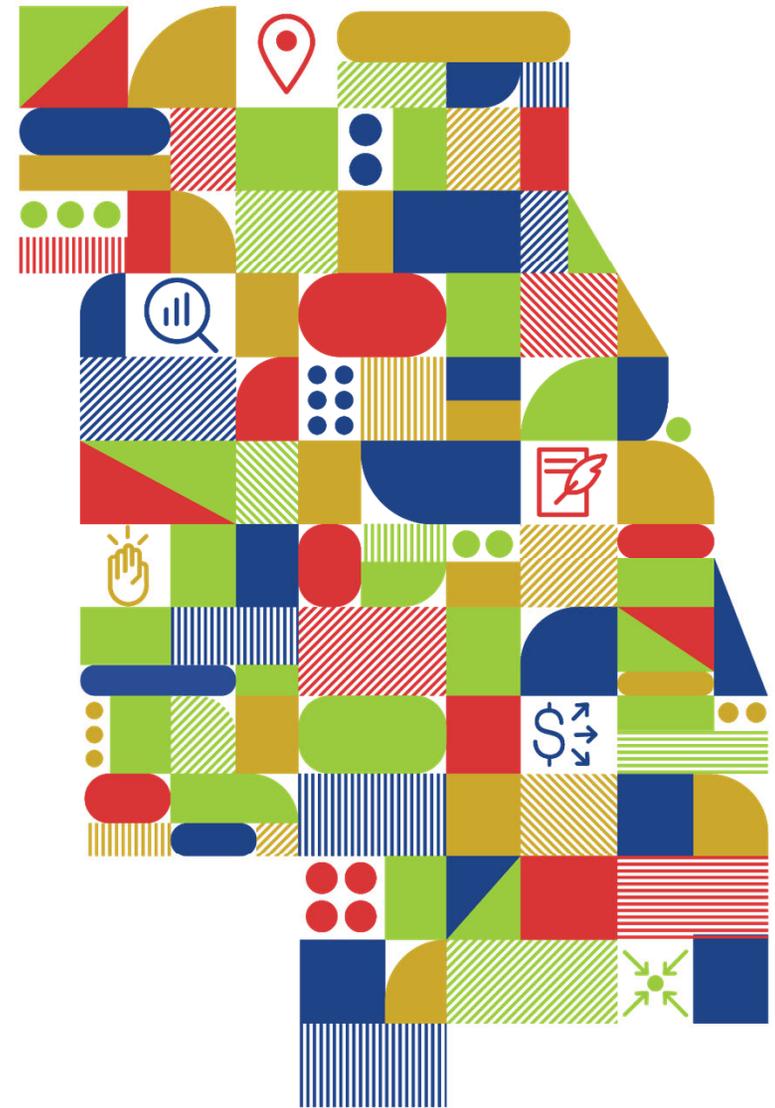


Mary Weber



Safety projects and revised bike/ped related proposals

September 3, 2020



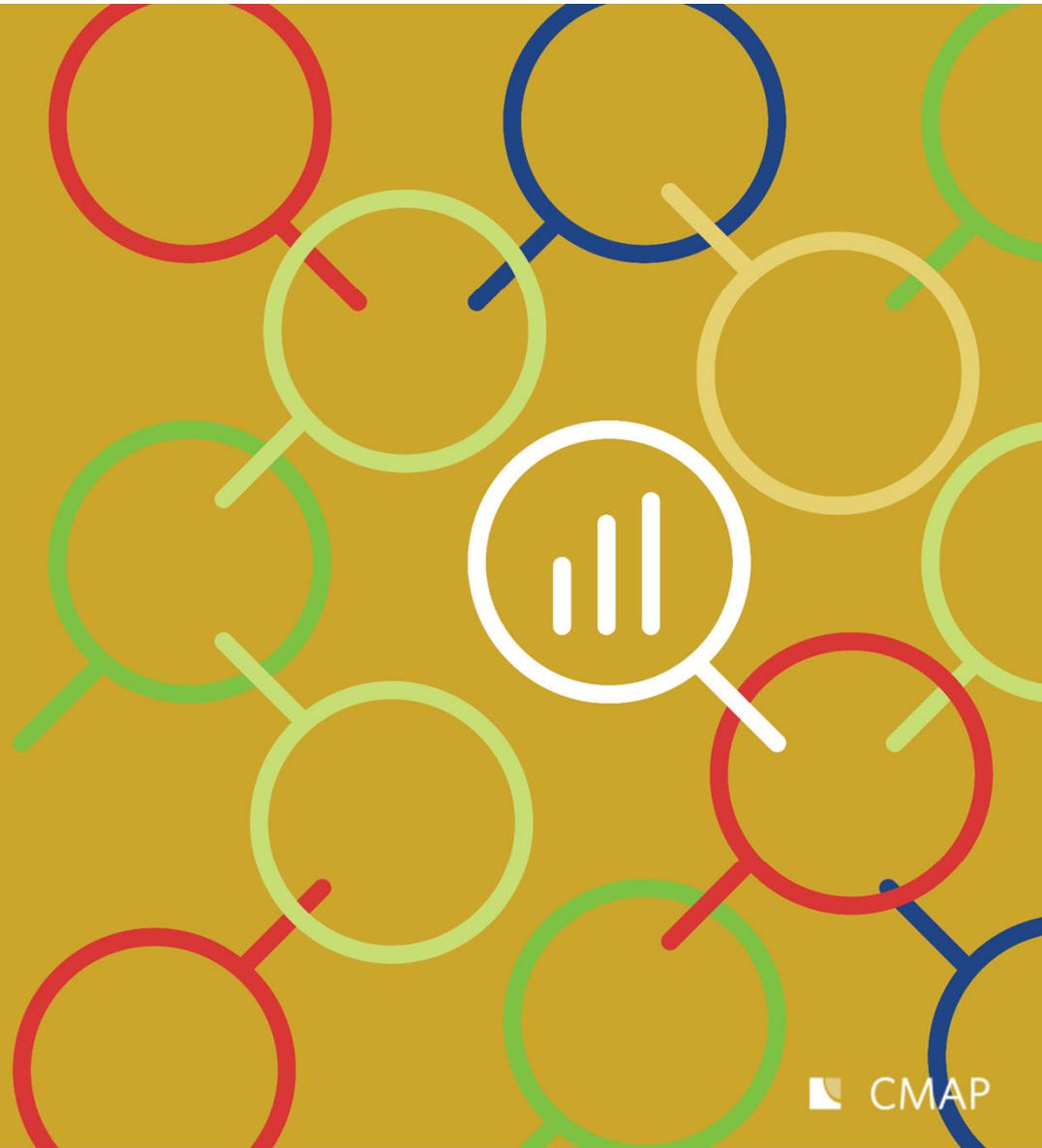
Overview

Minor changes to data for safety projects

Follow-up and revisions to earlier staff proposals

- Incentivizing multi-scope projects
- Sidewalks on one vs. both sides
- Quality of pedestrian crossings
- Bicycle access to stations
- Route characteristics: water barrier elimination
- Additional complete streets elements

Corridor/Small Area Safety Projects



Current methodology

Existing Condition

IDOT Safety Road Index (SRI)

Improvement (cost effectiveness of)

Crash modification factors (CMF) determined for improvements included in the scope of the project multiplied by the number of crashes within the last 5 years for which data was available

The worst SRI within project limits and highest (most effective) CMF are used for scoring

Staff findings

Crash data provided by applicants was inconsistent (# of years and time period)

More detailed scope information is needed for more specific CMFs

Proposed changes

No scoring methodology changes proposed

Use only the most-recent 5-years of crash data, obtained from IDOT, unless the applicant provides more recent data

Revise application workbook to better capture relevant scope of work

Discussion and questions



Transit Station projects



Incentivizing multi-scope projects

Initial proposal: Need and improvement scores based on both the station improvements and access improvements (equally weighted)

Discussion suggested incentivizing doing more with one project

Revised proposal: For the improvement portion of the score, use the highest improvement value from either the station improvements or access improvements

Consider bicycle access

Initial proposal: Focused on sidewalks due to lack of comprehensive bike network data

Discussion: Lack of network data is understood, but in the interim consider bike parking/bike-sharing docks

Revised proposal: For both need and improvement, scale sidewalk scores to 15 pts and allocate 5 pts for bike parking/bike-sharing docks

Sidewalks on one vs. both sides

Initial proposal:

- Need: % of roads in station area with no sidewalk
- Improvement: % new plus improved sidewalk (linear ft)

Discussion suggested that 2x the length of roadway is the potential total length of sidewalk

Clarification: % calculations will be based on the potential total length of sidewalk

Quality of crossings

Discussion suggested that lack of safe and/or accessible pedestrian crossings should be considered a “need” and the addition of these facilities should be considered an “improvement”

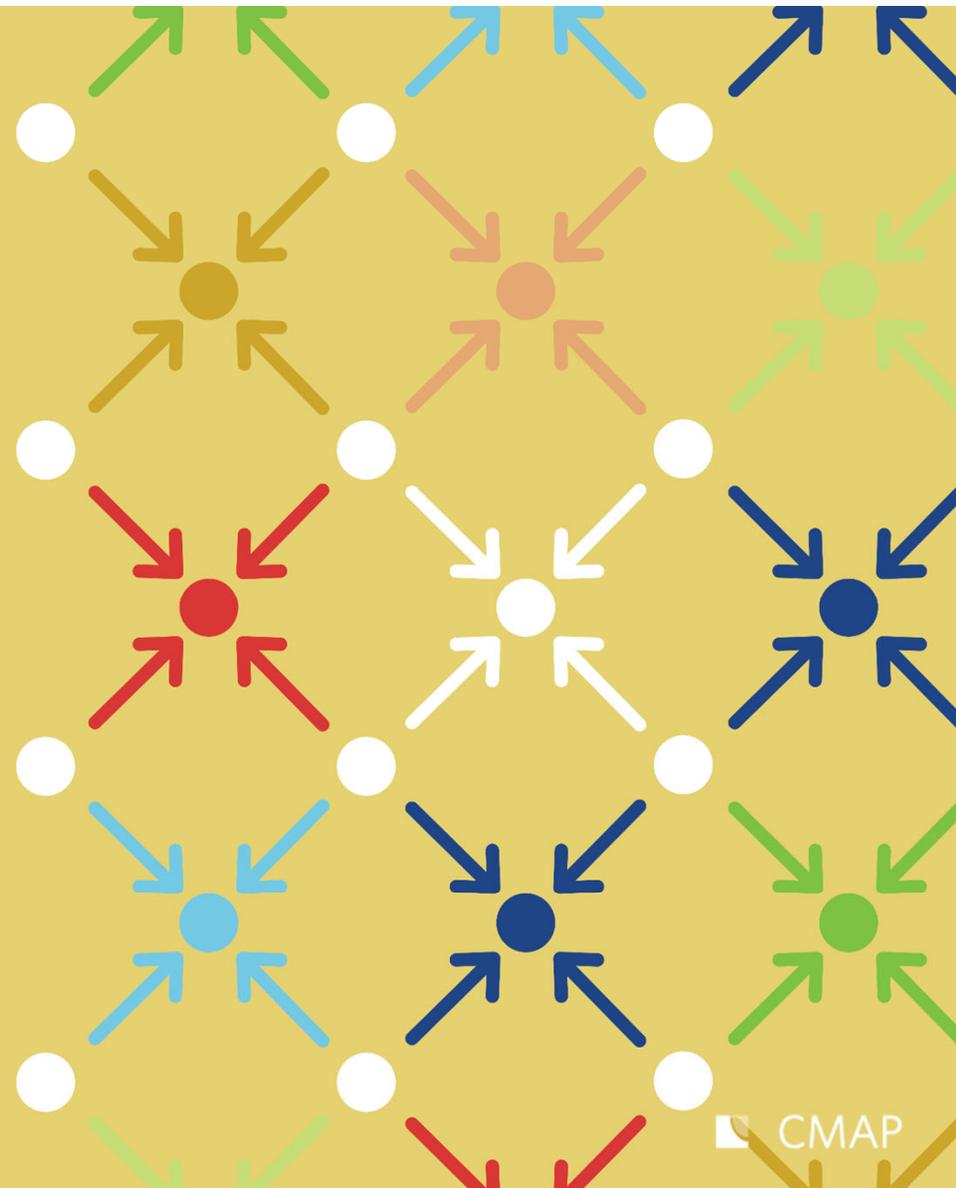
Data constraints: There is no regional data source for crossings

Revised proposal: No revisions are proposed at this time. CMAP will work to identify or develop data for the next cycle.

Discussion and questions



Bicycle and Pedestrian Barrier Elimination



Market for facility (all barriers)

Initial proposal: Sum of population and employment density points and transit availability index points

Discussion: Presence of schools should be considered

Revised proposal: Re-scale previously proposed pts; Add +1 pt for a public or private school (K-12) within 1 mile of the project location

Pop/Employment Quintile	Points	Transit Availability Index	Points
Top quintile	2	5	2
Second quintile	1.5	4	1.5
Third quintile	1	3	1
Fourth quintile	0.5	2	0.5
Lowest quintile	0	1	0

Route characteristics (water barriers)

Initial proposal: Distance to nearest alternate crossing (with bike/ped infrastructure)

Discussion: The number of users should be more important than the distance to an alternate crossing; The quality/characteristics of the nearest alternate crossing should be considered

Scoring and data limitation concerns: Potential users are part of all project scoring via the jobs + households criterion; There is no regional data source for trail/path user counts or projections

Water barriers, cont'd

Revised proposal: No change to distance-based scoring; Adjust the nearest crossing definition to be “with *adequate* bike/ped facilities *such as*:

- The crossing is for bike/ped users only
- The crossing is a roadway with an 8' or greater sidewalk/shared-use path that is physically separated from the travel lanes on at least one side
- The crossing is a roadway with a 5' or greater physically separated sidewalk on at least one side *and* striped or protected bike lanes”

Discussion and questions



Complete Streets Planning Factor



Complete Streets elements

Initial proposal: Give points for inclusion of sidewalks, bike lanes, and/or multi-use paths/trails

Discussion: Additional elements should also receive points

Revised proposal: Give points shown below, up to 15 maximum (to be scaled to project category maximum), and allow consideration of other elements

Elements included in project*	Points (up to a max. of 15)
Sidewalks	+ 2 pts per side
Marked/striped bike lane	+ 1 pt per side
Buffered/protected bike lane	+ 3 pts per side
Multi-use path/trail (either side)	+ 4 pts
Refuge islands	+ 1 pt
Curb extensions/bump outs/chicanes	+ 1 pt
Bicycle racks and/or bike-sharing dock	+ 1 pt
Crosswalk or lane enhancements (e.g. colored, raised, textured)	+ 1 pt
Pedestrian beacons or countdown signals	+ 1 pt

*Added, replaced, improved, or existing; Other elements may be considered on a case-by-case basis

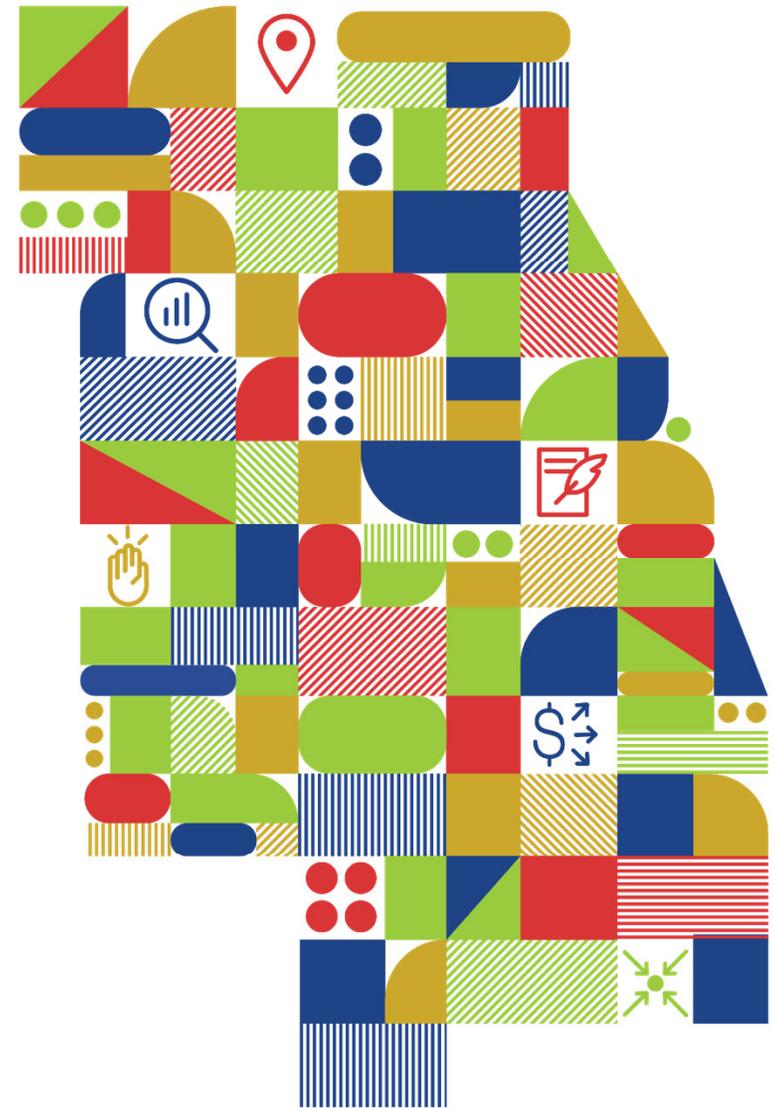
Discussion and questions





Subregional priorities, partial funding

July 16, 2020



Overview

Review staff proposals:

Replacing council bonus points with subregional priority points

Program development procedures

Subregional Priority Points



Current methodology: bonus points

Points are in addition to the 100 pts from the methodology

Each council and CDOT allocated 25 bonus points

Each council/CDOT can apply up to 15 points to a single project

No project can receive more than 25 bonus points

No restrictions on allocating points outside of boundaries

Comments received

The weight of the bonus points was too high, overshadowing both project readiness and planning factors

Sharing between councils should be limited, or should require justification of benefits

Points should be allocated to projects that have benefits that are not captured in the rest of the scoring

Proposed: subregional priority pts

Included in the 100 point total score

Each council/CDOT can allocate 15 points, as follows:

Highest priority	5 points
2 nd priority	4 points
3 rd priority	3 points
4 th priority	2 points
5 th priority	1 points

Can allocate points outside boundaries, with justification

Maximum 5 points to a single project

Discussion and questions



Program Development Procedures



Current methodology

Programming in any FFY cannot exceed estimated funds available in that year. Unprogrammed funds from one year are not available for programming in other years

Phases cannot be “split” across multiple FFYs due to federal authorization procedures

If all requested phases of a project cannot be fully funded in the 5-year program, the entire project cannot be funded

Project phases may be programmed in years later than requested, but cannot be programmed in years earlier than requested

Comments received

The application materials did not clearly state that a project phase could not utilize more than one years' funding or that projects that could not be fully funded would not be selected at all

All available funds should be offered to partially fund a project, before considering the next highest ranked project

If a single phase can be funded, but not the entire project, that phase should be programmed

Proposed programming procedures

No procedural changes

Clarifying language regarding the process and fiscal constraint limitations added to the application booklet

For projects proposing “staged” construction, each stage will be evaluated as a separate application, unless the applicant requests consideration of only the overall project

Stages must meet federal and state “independent utility” and “logical termini” requirements

Discussion and questions





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