Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

STP Project Selection Committee

Annotated Agenda
Thursday, September 24, 2020
9:30 a.m.

Please join this meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/933483869

You can also dial in using your phone.
United States: +1 (571) 317-3122
Access Code: 933-483-869

1.0 Call to Order **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – September 3, 2020
ACTION REQUESTED: Approval

4.0 Evaluating the Lessons Learned
Staff will present revisions to prior proposals for a subregional priority criterion to replace the council bonus points and revisions to the programming process.
ACTION REQUESTED: Discussion

5.0 Draft Application Booklet
Staff will provide highlights of the draft application booklet which incorporates staff recommendations and committee discussion regarding changes to the scoring and program development methodology. Final approval of the booklet and the policies and methodology within it will be requested in October.
ACTION REQUESTED: Discussion

6.0 Draft Call for Projects and Selection Process Timeline
The general timeline below is proposed for the application, evaluation, and approval process for the FFY 2022 – 2026 STP-Shared Fund Call for Projects. More specific dates will be provided for committee approval in October.

Tentative Schedule (all dates in 2021)	Action
Early January	Call for projects open
Early March	Applications due
Early April	Summary of applications available
Late April	Deadline for councils and CDOT to submit subregional priority point allocations
June	Evaluation results and preliminary scores available for applicant review
June – July	Draft program development and public comment
July – August	Public comment
August	Final program development
Early September	STP Project Selection Committee considers final program for approval
Late September	CMAP Transportation Committee considers TIP changes incorporating approved program
October	MPO Policy Committee and CMAP Board consider final approval of TIP changes for the program

ACTION REQUESTED: Discussion

7.0 Shared Fund Status Update

September quarterly updates are currently in progress, and will be reported on at the committee's October meeting.
ACTION REQUESTED: Information

8.0 Other Business

9.0 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.

10.0 Next Meeting

The next meeting is scheduled for Thursday, October 29, 2020 at 9:30 a.m.

11.0 Adjournment

STP Project Selection Committee Members:

_____ Dan Burke	_____ Kevin O'Malley	_____ Jeffrey Sriver
_____ John Donovan*	_____ Chad Riddle*	_____ Eugene Williams
_____ Jesse Elam	_____ Leon Rockingham	_____ John Yonan*
_____ Heather Mullins*	_____ Jeffery Schielke	

*Advisory

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
STP Project Selection Committee Meeting Minutes

September 3, 2020
Via GoToMeeting

Committee Members Present:	Jesse Elam, Chairman – CMAP, Dan Burke – CDOT, John Donovan – FHWA, Tom Kelso – IDOT, Heather Mullins – RTA, Kevin O'Malley - CDOT, Leon Rockingham – Council of Mayors, Jeffery Schielke – Council of Mayors, Jeffrey Sriver – CDOT
Others Present:	Elaine Bottomley, Lenny Cannata, Emily Daucher, Grant Davis, Jackie Forbes, Michael Fricano, Jeremy Glover, Scott Hennings, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Matthew Pasquini, Kelsey Passi, Leslie Phemister, Brian Plum, Dave Seglin, Troy Simpson, Joe Surdam
Staff Present:	Erin Aleman, Michael Brown, Teri Dixon, Kama Dobbs, Doug Ferguson, Elliott Lewis, Amy McEwan, Timothy McMahon, Russell Pietrowiak, Todd Schmidt, Elizabeth Scott, Gordon Smith, 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 a roll call of 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. He stated that as permitted in the Governor's Disaster Declaration from August 21, 2020, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call.

3.0 Approval of Minutes – August 6, 2020

A motion was made by Mayor Rockingham, seconded by Mr. O'Malley, to approve the minutes of the August 6, 2020 meeting as presented. A roll call vote was conducted:

Aye Dan Burke, CDOT
Aye Kevin O'Malley, CDOT
Aye Jeff Sriver, CDOT
Aye Mayor Rockingham, Council of Mayors
Aye Mayor Schielke, Council of Mayors
Aye Jesse Elam, CMAP

With all in favor, the motion carried.

4.0 Evaluating the Lessons Learned

Ms. Dobbs discussed corridor/small area safety projects. Currently, the IDOT Safety Road Index is used to determine need, while crash modifications factors are used to determine the cost effectiveness of the proposed improvements. Staff is proposing no changes to the scoring methodology, but due to data inconsistencies encountered during the first call for projects, proposes using IDOT crash data for all evaluations unless applicants provide more recent data. Additionally, the application workbook will be updated to better capture the relevant scope of work for determining more detailed crash modification factors.

Ms. Dobbs then discussed transit station projects. Initially, staff had proposed equally weighting station and bike/ped access improvement for projects that included both elements. However, the committee suggested staff should incentivize doing more within a single project. Therefore, for the improvement portion of the score, staff is proposing using the higher of the two scores. Ms. Dobbs then discussed the need and improvement elements of these projects. To compensate for the lack of data on bicycle facilities around stations, staff is proposing fifteen points be awarded related to sidewalks and five points be awarded related to bike parking. To emphasize network completion and the importance of sidewalks on both sides of the road, the potential total length of sidewalk will be measured as two times the length of the road around the station. The committee had also previously discussed consideration of safe and accessible pedestrian crossings into the elements. Ms. Dobbs stated that while there is no regional data source to classify crossings in order for this to be included in the upcoming call for projects, staff will work to identify or develop a data source for the next cycle. Mr. Seglin requested clarification, and Ms. Dobbs confirmed, that the presence of sidewalks will be used to measure pedestrian access only to transit stations, not bicycle access. Mr. Sriver thanked staff for incorporating committee feedback and making adjustments. Mr. O'Malley agreed that the adjustments will improve the quality of projects.

Next, Ms. Dobbs discussed adjustments to bicycle and pedestrian barrier elimination project scoring. Since school children make up a large portion of the population that lead to a demand for these projects, staff is proposing adding +1 point if a private or public school is within one mile of the project location as part of the market for facility portion of the existing condition score. Regarding water barrier projects, staff is not proposing any changes to the scoring. However, adjusting the 'nearest crossing' definition to address the concern that the nearest adequate crossing may not be the nearest physical crossing is proposed. Mr. Sriver stated that there could be a project with high demand that doesn't fill a large physical gap. Ms. Dobbs noted that to some extent demand is captured in the jobs and households potion of the scoring, and that while there is not currently a regional data source for trail user counts, staff will continue to work to refine the scoring for next cycle.

Ms. Dobbs then discussed the complete streets planning factor. Based on committee feedback, staff has included additional scoring elements such as refuge islands and bicycle racks. Mr. Sriver requested clarification that for bike lanes, a bi-directional facility would be considered the same as having a single direction on each side. Ms. Dobbs stated staff will modify the description to be "per direction" instead of "per side."

Subregional priorities and partial funding were then discussed. In response to feedback that bonus points carried too much weight and were sometimes assigned with little justification, staff is proposing that the bonus points be replaced with subregional priority points and that they be limited to a maximum of five points per project. Each subregional council and CDOT would be asked to distribute 15 points among their five highest priority projects, with the highest priority receiving 5 points, the second highest receiving 4 points, and so on, with the fifth highest priority receiving 1 point. Staff also proposes continuing to allow subregions to allocate priorities to non-municipal sponsors, and to projects located beyond their borders, with justification of the benefits to the council. Mr. Sriver stated that this is a significant improvement but stressed that a transportation justification should be provided when allocating points outside of boundaries. Ms. Dobbs stated staff would request justification, and that last cycle several councils held discussions regarding how points would be distributed and heard presentations from project sponsors from other councils.

Mr. O'Malley raised concern that the councils and city would receive the same amount of points to allocate to projects. Mr. Sriver suggested a more logical approach be taken to allocate bonus points, stating the current approach does not appear to be reflective of demand or need. Mr. Seglin stressed that the councils are unlikely to apply bonus points to city projects and the city is unlikely to apply bonus points to council projects. Ms. Dobbs noted that the focus when allocating points should be the identification of subregional priorities, not competing against other subregions for funding. Mr. Knickelbein stated that the DuPage Transportation Technical Committee reviewed the

staff proposal and they were in favor. He thanked CMAP for listening to feedback. Mr. O'Malley asked if staff could propose a different scenario. Chairman Elam said staff will review the process. Mr. Seglin requested clarification that each project can only receive a maximum of five bonus point regardless of the total bonus points allocated to them. Ms. Dobbs confirmed. Mr. Sriver stated that since the city has significantly more projects than the councils, they should have more points to allocate among projects.

Ms. Dobbs reviewed the program development methodology applied during the first call for projects. Based on feedback, staff is not suggesting any procedural changes. However, staff is recommending adding clarifying language regarding the process and fiscal constraint limitations to the application booklet. Mr. Sriver stated that it still seems like this process puts large projects at a strategic disadvantage. Mr. Davis suggested there be a better process for moving a project forward with partial funding. Mr. Knickelbein asked if CMAP staff could make the overall funding amount available before the call for projects. Ms. Dobbs said staff should be able to publish those estimates before the call for projects closes, but due to the timing of estimates provided by IDOT they may not be available when the call opens.

Mr. Sriver suggested allowing applicants to list on the application alternative amounts of funding they could work with to complete projects. Mr. Elam agreed that while the city faces unique funding challenges, they also have a unique ability to shift funds from other sources, a system that works for all must be established. He added that this could result in a heavily negotiated and less transparent process that damages the overall goals of STP reform. Mr. Donovan stressed the importance of making the first proposal the best proposal. He agreed with Chairman Elam that negotiating a series of projects could be a daunting task. Mr. Burke stated that highly scored projects may be penalized due to how funding works out for that year's program. Ms. Dobbs stated staff would like to avoid an iterative process and suggested that if there is a minimum amount of funding that is needed, that should probably be the amount that is requested. Chairman Elam noted that this program cannot do everything and that applicants need to make choices. Mayor Schielke relayed a comment from Tom Rickert in the chat box. He stated that Mr. Rickert feels that projects should have a chance to rearrange funding if only partial funding is available. Mr. Klemens stated that Lake County views the shared fund as an opportunity to close funding gaps and looks at all other funding options before applying for the shared fund. He also noted that with calls for projects every two years, sponsors can make additional requests as projects progress toward implementation. In closing, Mr. Burke proposed there be an option on the application to check whether the project sponsor could proceed if allocated a set percentage of funding. Mr. Seglin agreed this would address the issue of a near miss in funding.

5.0 Shared Fund Status Update

Updates contained in agenda.

6.0 Local Program Updates

Chairman Elam stated that the councils are in the last stages of approving their FY 2021-2025 local programs. TIP amendments that will have those locally approved programs in them will be approved by the MPO policy committed at their October 14th meeting.

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 24th at 9:30am. Discussion will include an overview of methodology changes for final discussion. A draft application booklet will also be provided.

10.0 Adjournment

There being no other business, Chairman Elam adjourned the meeting at 10:34 a.m.

Respectfully submitted,

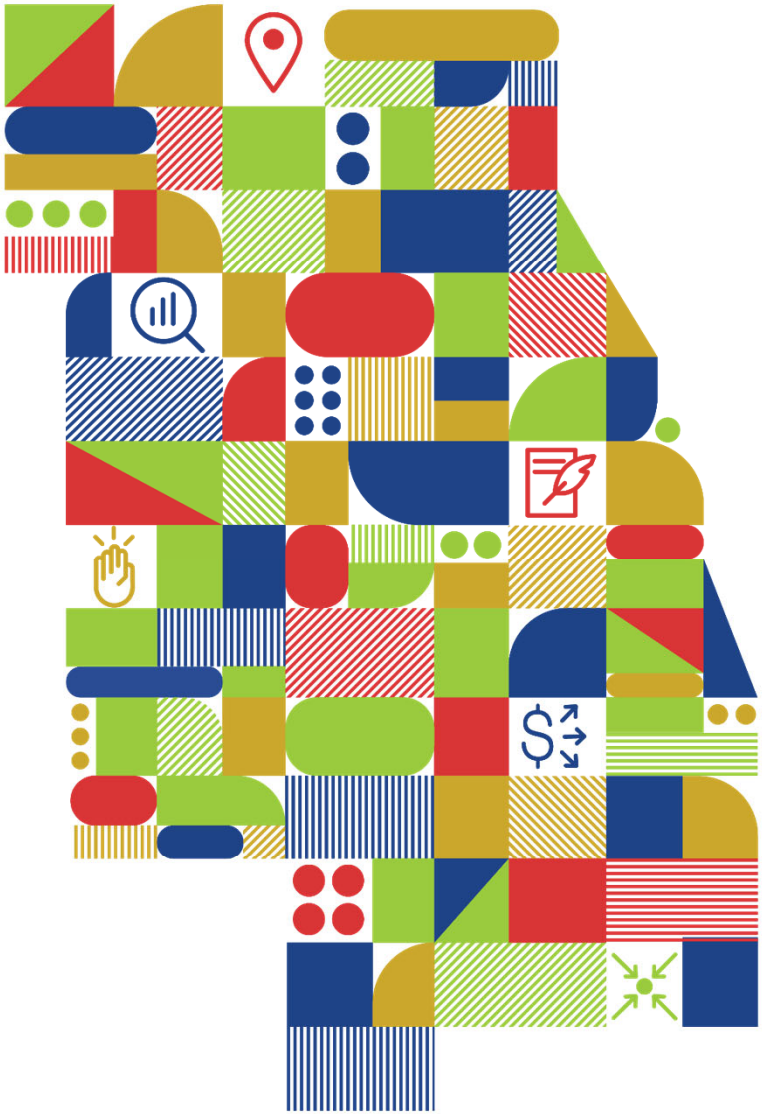
Mary Weber

Mary Weber

CMAP

Subregional priority and programming procedures

September 24, 2020



Overview

Review staff proposals:

Subregional priority points

Program development procedures

CMAP

Subregional Priority Points



CMAP

Prior proposal: subregional priority

Included in the 100 point total score

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

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

Can allocate points outside boundaries, with justification

Maximum 5 points to a single project

CMAP

Previous discussion takeaways

“Councils are not likely to prioritize City projects and the City is not likely to prioritize suburban projects”

“The total points to be allocated by each council/CDOT does not reflect the relative need, in terms of number of projects, of the subregions”

Staff position

Subregional Priority points provide a small way to capture **priorities** unique to each subregion and the City

Equal allocation of points by subregion ensures that one council's priority is no more or less important than another's

Relative **need** is already addressed in need scoring for the Shared Fund as well as in the local program allotments

Giving more priority points through scaled allocation diminishes the effect of prioritization

Discussion and questions



Program Development Procedures



CMAP

Prior proposal: programming

No procedural changes from prior call for projects

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

CMAP

Staff position

Applicants should be requesting only what they need from the regional program to fill funding gaps and present the most competitive application

Staging construction on larger projects is a viable approach to secure partial funding and ensure projects continue to move forward

Proposal for minimum acceptable funding developed for discussion based on committee suggestion

CMAP

Minimum Acceptable Funding

Applicants may indicate the minimum funding amount they could accept for a project phase

If all requested phases of a project cannot be fully funded, staff will refer to the minimum acceptable funding indicated in the project application

If all phases of the project can be accommodated at the minimum acceptable funding level (or higher), the project will be programmed at those levels

Full funding in later years than requested will be considered before funding at the minimum acceptable (or higher) level

Minimum Acceptable Funding

Financial commitment points will not be recalculated if a project is funded at the minimum acceptable level

Sponsor must have local or other funds available to fill the funding gap

- Must be reflected in the TIP prior to MPO approval of STP-SF in October
- If using STP-L to fill gap, funds must have been programmed in a prior STP-L funding cycle or have been actively reprogrammed according to Active Program Management policies

Minimum Acceptable Funding

Project phases funded at the minimum will not be “made whole” through active reprogramming

- Sponsors can apply for additional funding in future programming cycles
- Cost increases can be considered, however the percentage share of STP shared funds relative to the total cost will remain constant

Discussion and questions



CMAP

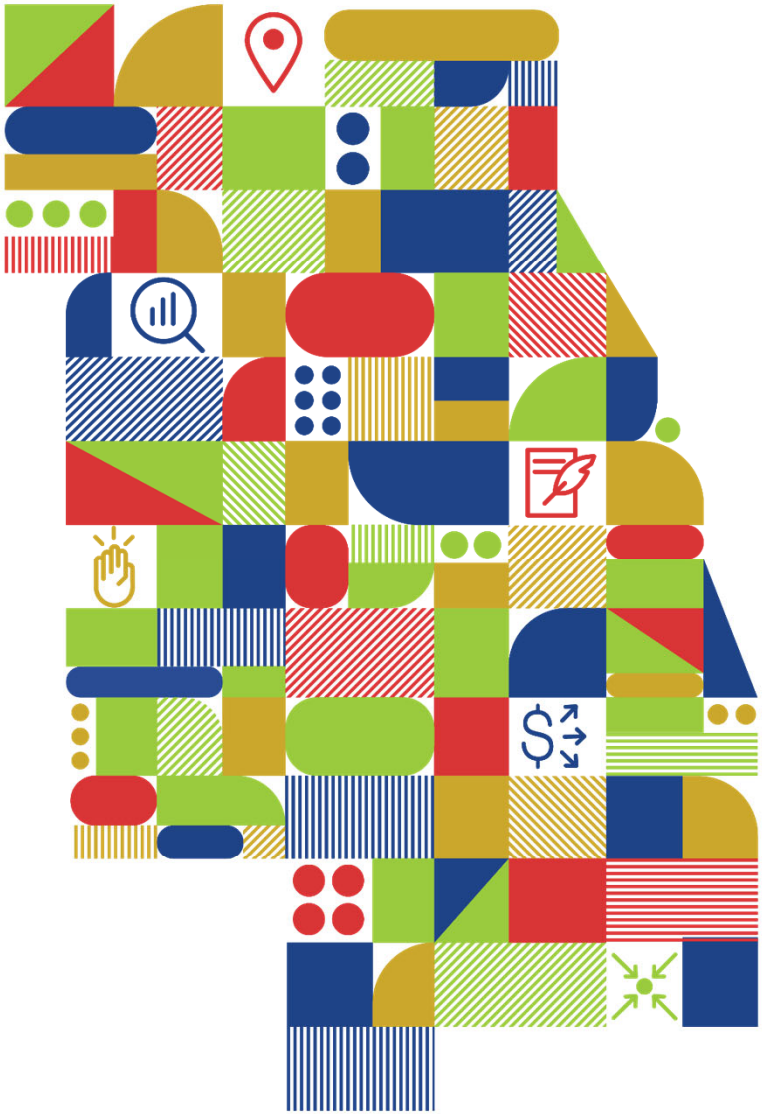
www.cmap.illinois.gov

Kama Dobbs
kdobbs@cmap.Illinois.gov

CMAP

Draft FFY 2022 – 2026 Application Booklet

September 24, 2020



Overview

Reflects methodology updates proposed by staff and discussed with the committee

Rearranged and sections added for clarity

Scheduled for action in October

Methodology Updates



CMAP

Eligibility

Inclusion in plans required

Completion of preliminary engineering by application deadline

CMAP

Project types

New: Bicycle and Pedestrian Barrier Elimination

Modified: Transit Stations include bike/ped access to station

CMAP

Scoring matrix

Evaluation criteria	Points	Applies to
Project Readiness	**15**	**All project types**
Engineering/Land Acquisition	10	All project types
Financial Commitments	5	All project types
Transportation Impact	**50**	**All project types**
Current condition/need	20	All project types
Improvement	20	All project types
Jobs/Housing benefit	10	All project types
Planning Factors	**30**	**All project types**
Inclusive Growth	15	All project types
Complete Streets	10	Bike/ped barriers; bridges; hwy/rail crossings; safety; truck routes
Complete Streets	5	Bus speed; road expansion; road reconstruction
Green Infrastructure	5	Bike/ped barriers; hwy/rail crossings; road expansion; road reconstruction; transit stations; truck routes
Freight Movement	5	Bridges; safety; road expansion; road reconstruction
Transit Supportive Density	10	Bus speed; transit stations
Subregional Priority	**5**	**All project types**
Total possible points	**100**	**All project types**

Project readiness

Added and clarified phase 2 equivalent activities for transit projects

CMAP

Bicycle/Pedestrian Barrier Elimination

New methodology for new project type

Existing conditions: Route characteristics, market for facility, and connectivity

Improvement: Route characteristics

CMAP

Bridge reconstruction/rehab

Updated improvement methodology:

- Deck, superstructure, and substructure condition
- Load posting
- Insufficient lanes and safety features
- Provisions for historic and/or movable structures

Corridor/small area safety

Specified use of IDOT most recent 5-years crash data

CMAP

Transit stations

Remove station capacity evaluation

Add bike/ped access eligibility

- Evaluation based on presence of sidewalks, bike parking/sharing

Score station only or bike/ped access only; If both, need is equally weighed

Incentivize doing more: higher of two improvement scores

CMAP

Truck routes

Add geometric deficiencies to need and improvement

Other improvement additions

- Systematic improvements
- Mitigation of negative impacts

CMAP

No transportation impact scoring changes

Bus speed improvement

Highway-rail grade crossings

Road expansions

Road reconstructions

CMAP

Inclusive growth planning factor

Weight increased to 30%; points scaled accordingly

CMAP

Complete streets planning factor

More emphasis on elements vs. policy

Elements no longer “all or nothing”

Elements include wide range of treatments

CMAP

Freight planning factor

Project located on a regional freight network

Policies to improve truck routing and permitting and/or delivery management strategies

CMAP

Planning factors with no changes

Green infrastructure

Transit-supportive land use

CMAP

Subregional priority

Part of the 100-point total score

Maximum of 5 points per project

Each subregion/council indicates 5 highest priorities

CMAP

Other additions and changes



Additional information/examples

Inclusion in plans: Table of example plans added

Project types: Table describing needs to be addressed and example project scope for each project type

Local match requirements: Added clarifying text and link to IDOT BLRS manual regarding processing of federal-aid projects

Additional information/examples

Financial commitment: Added example score calculations

Transportation impact: Rearranged to group need and improvement together, by project type

Staged construction: Description and process

Minimum acceptable funding: Description and process

Project selection and programming process

New booklet section describing process steps in detail

- Call for projects
- Eligibility screening
- Project scoring
- Draft program development
- Public comment
- Final program recommendation
- Program implementation

CMAP

Other changes

Updated references:

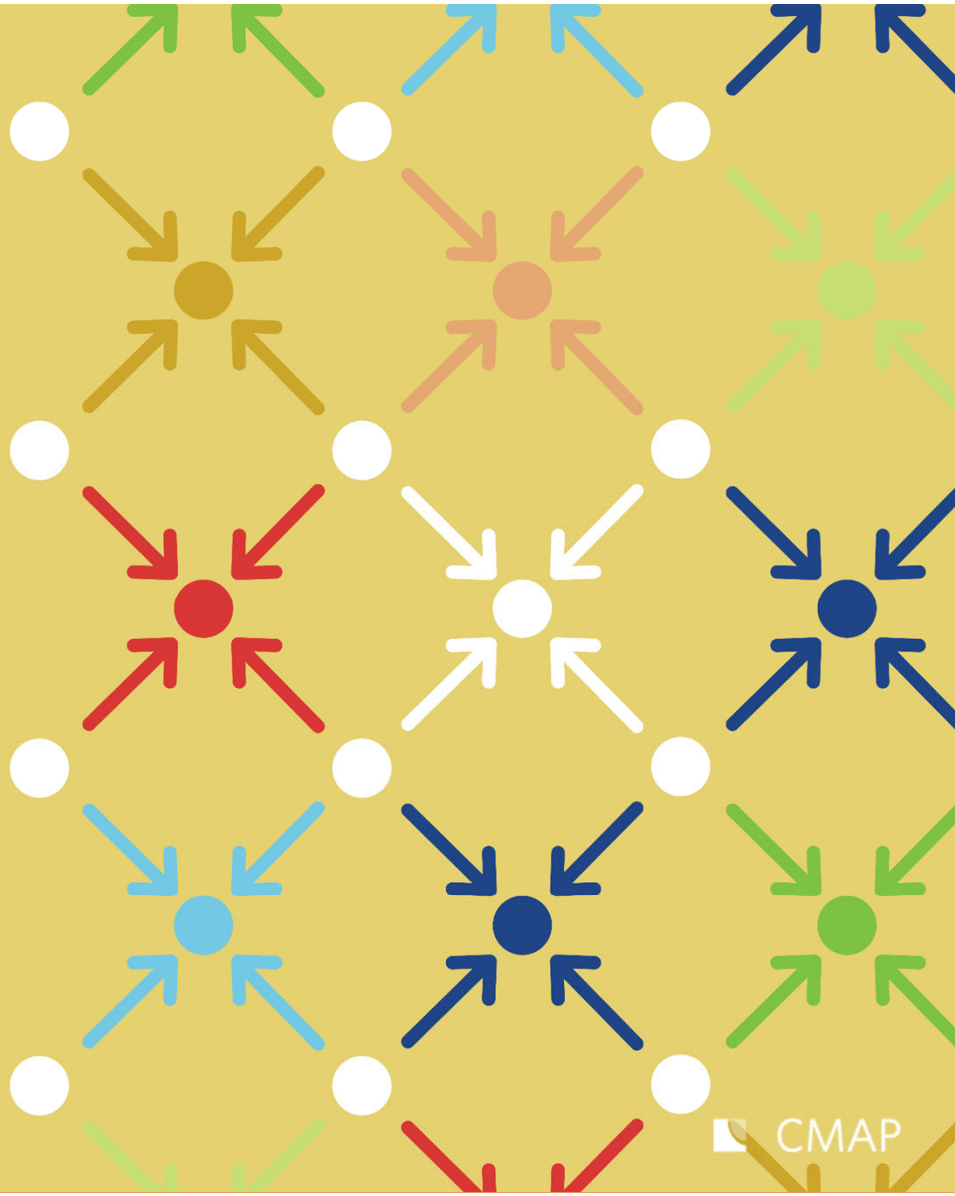
FY20 Community Cohorts

Resources: Inclusive growth map, popupation/employment quintiles, transit availability index, crash modification factors, etc.

Full hyperlinks in footnotes

CMAP

Next steps



Next steps

Committee approval of methodology (scheduled in Oct)

Update/add reference links, specific dates, minor text edits, and final publication format

Develop application materials: Workbook, status update form, other attachments

Training materials and schedule

Discussion and questions



CMAP

www.cmap.illinois.gov

Kama Dobbs
kdobbs@cmap.Illinois.gov