



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP) 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 portion 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 committee at their October 14th meeting.

7.0 Other Business

There was no other business.

8.0 Public Comment

There was no public comment.

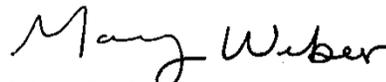
9.0 Next Meeting

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

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