



MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: February 3, 2022

Re: STP Shared Fund Methodology: Eligible Project Types

Having completed the FFY 2022 - 2026 call for projects cycle for the STP Shared Fund, CMAP staff and the Project Selection Committee (PSC) are committed to evaluating the successes and lessons learned throughout the process to consider improvements for the next cycle, which will begin in January 2023. The purpose of this memo is to initiate the evaluation process. This begins by reviewing the comments CMAP received during the recently completed program development cycle regarding road expansion projects, considering clarification of project type descriptions, and determining whether inclusion of new project types in the shared fund program should be considered for the next funding cycle.

Road Expansion Projects

Within the STP Shared Fund, the addition of through lanes, new or extended roadways, new interchanges, or the addition of new ramps to provide additional movements at existing interchanges, are all considered to be road expansion projects. These projects are primarily intended to address mobility and system reliability. While the expansion of roadways can provide opportunities to incorporate complete streets design elements conducive for all road users, oversized facilities can also pose safety challenges for vulnerable users, such as bicyclists, pedestrians, and those with limited physical mobility. Additionally, alleviating congestion allows existing traffic volumes to operate more efficiently, reducing tailpipe emissions, however induced demand from a new or expanded facility may eventually eliminate the emissions benefit of reduced stop-and-go traffic or even exacerbate emissions from the greater number of automobiles.

ON TO 2050, the region's comprehensive plan, is driven by the three principles of inclusive growth, resilience, and prioritized investment. This approach places an emphasis on improving the existing system and "opting for expansion projects only when they meet clear regional objectives" for mobility, inclusive economic prosperity, and quality of life. Considering unique

mobility needs in urban, suburban, and rural contexts and current economic development patterns, staff is seeking committee discussion regarding the continued inclusion of road expansion projects within the STP Shared Fund. This discussion could include consideration for imposing limitations, such as requiring inclusion of complete streets, green infrastructure, and/or transit infrastructure in the scope of expansion projects or limiting applications to projects that have undergone RSP and/or conformity analysis.

Project Type Descriptions

The below table was included in the FFY 2022 – 2026 Shared Fund Application Booklet to assist applicants with choosing the appropriate application category for their project. In addition to any changes that result from discussion of the Road Expansion category, staff suggests the changes denoted below, where additions to the text are indicated with underlined text and deletions are indicated with ~~striketrough~~ text. The suggested changes are intended to strengthen the connection between the project descriptions presented to applicants and the transportation impact scoring criteria used for each project type category.

Project Type	Need(s) to be addressed	Example scope elements to address needs
Bicycle and Pedestrian Barrier Elimination	<ul style="list-style-type: none"> Gaps in <u>the</u> regional greenways & trails network due to <u>physical</u> barriers (such as a waterway, highway, or railroad) to bicycle and pedestrian movement 	<ul style="list-style-type: none"> Bicycle/pedestrian overpass Bicycle/pedestrian underpass New multi-use path/trail <u>in a parallel/nearby location that avoids the physical barrier</u>
Bus Speed Improvements	<ul style="list-style-type: none"> On-time performance due to congested conditions Bus travel time vs. auto travel time 	<ul style="list-style-type: none"> BRT/ART route construction (stops, pull outs, separators, etc.) Transit Signal Priority (TSP) and other ITS Bus-only travel lanes
Bridge Rehabilitation or Reconstruction	<ul style="list-style-type: none"> Sufficiency rating <u>of structures included in the National Bridge Inventory (NBI)</u> Deck, superstructure, and/or substructure condition 	<ul style="list-style-type: none"> Bridge replacement Deck replacement Superstructure rehab/reconstruct Substructure rehab/reconstruct
Highway/Rail Grade Crossing Improvements	<ul style="list-style-type: none"> Priority grade crossing rank (based on truck, car, and transit traffic, daily trains, daily gate down time, safety, and mobility) 	<ul style="list-style-type: none"> Grade separation Other crossing improvements

Project Type	Need(s) to be addressed	Example scope elements to address needs
Road Reconstruction	<ul style="list-style-type: none"> • Pavement condition (primary) • Mobility (secondary) • Reliability (secondary) • Safety (secondary) 	<ul style="list-style-type: none"> • Reconstruction of roadway
Road Expansion	<ul style="list-style-type: none"> • Mobility and reliability (primary) • Safety (secondary) • Pavement condition (secondary) 	<ul style="list-style-type: none"> • Additional through lanes • New/extended road • New interchange • New ramps (additional movements)
Corridor or Small Area Safety	<ul style="list-style-type: none"> • High or Critical Safety Tier (related to any mode) 	<ul style="list-style-type: none"> • Safety countermeasures that are appropriate for the crash type(s) in the project corridor/area • Intersection improvement (turn lanes, etc.) • Vertical/horizontal clearance • Traffic signal modifications
Transit Station Improvements	<ul style="list-style-type: none"> • <u>Condition of passenger facility components</u> Station asset condition • Gaps in bicycle and pedestrian access to station <u>passenger facilities</u> 	<ul style="list-style-type: none"> • Rehab, repair, or replace station building, boarding platforms, and other station fixtures • Complete direct connection of sidewalk network to station • Complete direct connection of bicycle network to station • Install bike parking or bike-sharing at station
Truck Route Improvements	<ul style="list-style-type: none"> • High truck volumes • Inadequate roadway geometry for trucks • Barriers (physical/operational) to efficient truck movement • Pavement condition 	<ul style="list-style-type: none"> • Intersection reconstruction to improve turn radii, lengthen storage, etc. • Signal modifications • ITS solutions (corridor or intersection) • Pavement reconstruction (structural) • Relocation of designated truck route <u>to avoid barriers and/or inadequate roadway geometry</u>

Consideration of New Project Types

When considering the inclusion of new project types, it is important that the committee keep in mind that the scoring process is data-driven and that there must be a reliable and accessible

source(s) of data available to score both the need for projects and the improvements that can be realized by completing those projects.

The enactment of the Infrastructure Investment and Jobs Act (IIJA) added new eligible project types under the Surface Transportation Block Grant Program (STBG) that funds CMAP's STP Shared Fund and continued all prior STBG eligibilities. The new eligible project types include electric vehicle (EV) charging and vehicle-to-grid infrastructure, protective features (including natural infrastructure) to enhance resilience of an eligible transportation facility, and wildlife crossing structures. There are also new formula and discretionary programs for these project types enacted by the IIJA.

While the deployment of EV infrastructure and protective features for improved resilience are supported by ON TO 2050 and likely have a place within the STP Shared Fund, staff does not recommend including them as stand-alone project categories for the FFY 2024 – 2028 shared fund cycle due to the lack of federal guidance and obvious data source(s) for determining the relative need for and improvements from these types of projects. Conversely, staff does recommend that EV infrastructure and protective features included within the scope of any eligible project category for the shared fund be considered as eligible costs. Staff also recommends that the committee discuss the potential for including EV infrastructure and protective features as part of the discussion of planning factor scoring later this summer.

At the request of the committee, staff can prepare background information and solicit suggestions for data sources and scoring methods from our partners for discussion about any other project types at a future committee meeting, including previously discussed projects such as Railyard Improvements.

ACTION REQUESTED: Discussion