



STP PROJECT SELECTION COMMITTEE

AGENDA - FINAL

Thursday, September 1, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

<https://meet.goto.com/630377757>

You can also dial in using your phone.

United States: +1 (571) 317-3122

Access Code: 630-377-757

1.0 Call To Order

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes - August 11, 2022

[22-375](#)

ACTION REQUESTED: Approval

Attachments: [DRAFT Minutes STPPSC 08112022](#)

4.0 STP Shared Fund Methodology

4.1 Preliminary Engineering Requirements

[22-376](#)

PURPOSE & ACTION: Staff requests committee discussion of the attached options for modifications to preliminary engineering requirements.

ACTION REQUESTED: Discussion

Attachments: [STPPSC CMAQTAPPSC Methodology Memo Preliminary Engineering 09012022](#)

4.2 Minimum scores for funding consideration

[22-378](#)

PURPOSE & ACTION: Staff requests committee discussion of the attached memo regarding establishing minimum scoring for funding consideration.

ACTION REQUESTED: Discussion

Attachments: [STPPSC Methodology Memo Minimum Scores 09012022](#)

4.3 Status Review and Next Steps[22-383](#)

PURPOSE & ACTION: Staff will provide a recap of the status of methodology discussions that have taken place throughout the year and discuss next steps for the development of the draft application booklet for committee discussion in November.

ACTION REQUESTED: Information

5.0 Other Business**6.0 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.

7.0 Next Meeting

The next meeting is scheduled for Thursday, November 3, 2022 at 9:30 a.m.

8.0 Adjournment



STP PROJECT SELECTION COMMITTEE

MEETING MINUTES - DRAFT

Thursday, August 11, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

<https://meet.goto.com/630377757>

You can also dial in using your phone.

United States: +1 (571) 317-3122

Access Code: 630-377-757

1.0 Call To Order

Chair Dobbs called the meeting to order at 9:32 a.m., and reminded the members that as permitted by the Governor's Disaster Declaration of July 22, 2022, the determination has been made that an in person meeting is not practical or prudent for this committee. To ensure that the meeting is as transparent as possible, staff posted the meeting materials one week in advance, we will provide a recording of this meeting linked on our website, and will take all votes by roll call. Mr. Ferguson called the roll.

Present: Kama Dobbs, Dan Burke, Alice Gallagher, Kevin O'Malley, Leon Rockingham, Jeffery Schielke, Jeffrey Sriver, and Grant Davis

Non-Voting: John Donovan, Tony Greep, Jennifer (Sis) Killen, Heather Mullins, and Chad Riddle

Staff Present: Sarah Buchhorn, Wylie Crowther, Doug Ferguson, Jon Haadsma, Russell Pietrowiak, Todd Schmidt, Sarah Stolpe

Others Present: Len Cannata, Kaci Crowley, Jon Paul Diipla, Jackie Forbes, Michael Fricano, Scott Hennings, Kendra Johnson, Mike Klemens, Heidi Lichtenberger, Brian Stepp, Joe Surrdam, Freddy Vasquez, Jazmin Vega

2.0 Agenda Changes and Announcements

Chair Dobbs stated that item 5.3 would be moved ahead of item 5.1.

3.0 Approval of Minutes

Approval of Minutes - June 23, 2022

[22-350](#)

Attachments: [DRAFT minutes STP PSC 06232022](#)

A motion was made by Jeffery Schielke, seconded by Leon Rockingham, to approve the minutes of June 23, 2022, as presented. The motion carried by the following vote:

Aye: Kama Dobbs, Dan Burke, Alice Gallagher, Kevin O'Malley, Leon Rockingham, Jeffery Schielke, and Grant Davis

Non-Voting: John Donovan, Tony Greep, Jennifer (Sis) Killen, Heather Mullins, and Chad Riddle

Not Present: Jeffrey Sriver

4.0 Active Program Management Reports

4.1 Shared Fund Status Updates

[22-351](#)

Attachments: [STP & CRRSAA Shared Fund Status Report - July 2022 \(Active\)](#)
[STP Shared Fund Status Report - July 2022 \(Contingency\)](#)

Chair Dobbs reported that the attached status reports reflect information provided during the June quarterly update cycle, and noted one change since then that is not reflected on the report: that local execution of the phase 1 engineering agreements for University Park's project is expected next week.

4.2 Regional Accounting Updates

[22-352](#)

Attachments: [Regional STP Accounting Summary - July 2022](#)
[Regional CRRSAA Accounting Summary - July 2022](#)

Chair Dobbs noted that there were no significant changes to the regional accounting to call out today and invited questions from the committee. No questions were posed.

5.0 STP Shared Fund Methodology

5.3 Corridor or Small Area Safety Projects

[22-355](#)

Attachments: [Proposed Safety Need Score Revisions 08112022](#)

Todd Schmidt presented an overview of staff's proposal to modify the methodology for the need portion of the Transportation Impact scoring for corridor or small area safety improvement projects, as detailed in the attached memo.

Mr. O'Malley stated that an emphasis on speed is appropriate but explained he is concerned about how crashes are categorized in crash reports and wants to be sure that the data used captures the true cause of crashes. Mr. Schmidt noted that CMAP is aware of these types of data issues and that CMAP will utilize the same methodology that IDOT uses for defining speed-related and pedestrian involved crashes. Mr. O'Malley also suggested verifying that there isn't any skewing of reporting across jurisdictions. Mr. Schmidt noted that staff should be able to review the individual crash reports, as needed.

Ms. Killen complimented staff for focusing on the high risk crash types. Chair Dobbs noted that as the Safety Resource Group continues their work, it is likely further refinement will occur in future cycles.

Mike Klemens, Lake County DOT suggested taking the crash evaluation a step further, reducing the SRI component, and considering fatal and serious injury crashes involving speed or vulnerable users. Mr. O'Malley concurred with this suggestion. Chair Dobbs stated that staff would refine the proposal to reduce the points for SRI, and add another component for high risk crash types that resulted in fatal and serious crashes for consideration at a future meeting.

5.1 Eligible Project Types

[22-353](#)

Attachments: [Proposed Transit Project Type Revisions 08112022](#)

Jon Haadsma presented an overview of staff research regarding inclusion of commuter rail yard and terminal projects in the shared fund methodology and reviewed the proposed methodology described in detail in the attached memo.

Ms. Killen stated that this is a worthwhile endeavor that preserves the intent of the program. She added that as we look at other funding programs that are available and find that certain project types might not be as competitive, we need to do our part to ensure that there are funding programs to support these projects. It is better to be inclusive versus exclusive in our programming at this time. Ms. Mullins echoed these comments and applauded staff's creativity in incorporating these projects into an existing category. She noted this is a good opportunity within what is a relatively new program. President Gallagher added her agreement and noted that improving our yards in conjunction with other fund sources benefits the region.

Chair Dobbs noted that with the committee's comments today, staff would continue to develop the incorporation of these project types into the overall methodology, including identifying the planning factors that should apply and how to determine the jobs plus households associated with them.

5.2 Transportation Impact: Jobs + Households

[22-354](#)

Attachments: [STPPSC MethodologyMemo Jobs+HH 08112022](#)

Chair Dobbs provided an overview of staff's proposal to modify the jobs plus households scoring methodology that was described in detail in the attached memo.

Mayor Schielke noted the large reach of some projects, such as the example project area that reaches out to Kankakee and Ottawa. He also noted that other regions like our processes and want to be a part of them.

Mr. O'Malley noted support for looking at data in between programming cycles and requested additional information about the problem that this proposal would address. Chair Dobbs responded that the request to examine the data was centered around projects that may be significant within their subregion, but not obviously significant to the region.

President Gallagher stated that the proposal, which is a minor tweak, makes sense.

Mr. Davis expressed concern about the proportions being mathematically too high in very low density areas.

Ms. Dobbs stated that staff could run some additional analyses to determine the scale of changes to scoring if this proposal were to move forward.

5.4 Subregional Priority

[22-357](#)

Attachments: [Subregional Priority Scoring Revisions 08112022](#)

Chair Dobbs provided an overview of staff's proposal to clarify the Subregional Priority scoring methodology by limiting priorities to those projects whose travel sheds are within the subregion, establishing a process for assigning priority to projects external to a subregion, prohibiting subregions from swapping points, and clarifying the schedule for assigning priorities.

In response to questions from President Gallagher and Ms. Mullins, Ms. Dobbs explained that in past councils have been known to agree to give support to a project outside their area in exchange for another council supporting a project within their area. Ms. Mullins, Mr. O'Malley, and Mayor Rockingham noted that adding language to clarify the intent of the subregional priority points is appropriate.

6.0 Other Business

There was no other business.

7.0 Public Comment

There was no public comment.

8.0 Next Meeting

Chair Dobbs reminded the committee that the next meeting is scheduled for Thursday, September 1, 2022 at 9:30 a.m. and stated that the meeting is expected to be virtual.

9.0 Adjournment

On a motion by Jeffery Schielke, seconded by Leon Rockingham, the meeting was adjourned by a unanimous voice vote at 10:26 a.m.

Minutes prepared and respectfully submitted by Kama Dobbs



MEMORANDUM

To: STP Project Selection Committee
CMAQ and TAP-L Project Selection Committee

From: CMAP Staff

Date: August 25, 2022

Subject: Preliminary Engineering Requirements

Purpose: Staff requests committee discussion of the below options for modifications to preliminary engineering requirements.

Action Requested: Discussion

The preliminary engineering phase of a transportation project establishes the purpose and need for a project, determines the potential for environmental and cultural impacts from the project, analyzes alternatives, and provides an opportunity for the public to be involved in decision-making about the project. All of this work solidifies the scope of a project, the schedule for design, land acquisition, and construction, and the estimated cost of the project. For these reasons, substantial completion of preliminary engineering plays a critical role in ensuring accurate programming of project funding.

However, it is also recognized that there is an expense to completing preliminary engineering, and that not all project sponsors are willing to risk these expenses when no funding has been identified for completing a project. There is also a time limit to the validity of environmental and cultural clearances, and having to update these clearances adds additional time and cost to projects. Finally, this requirement established by CMAP puts a review burden on IDOT and other regulatory agencies for projects which may not be viable.

To balance these concerns, staff explored options for preserving the benefits of completed engineering while recognizing the real-world process constraints, and requests committee discussion of these options.

Option 1: Restrict future cost increases

Accept applications for projects that have started, but not substantially completed preliminary engineering, but restrict the eligibility for future cost increase consideration according to the degree of completion:

Degree of completion*	Eligibility for future cost increases**
Complete	Up to 100% of initially programmed funding
Nearly complete	Phase 2 not eligible for increases. ROW and CON/CE eligible for increases up to 50% of initially programmed funding.
Substantially complete	ROW not eligible for increases; CON/CE eligible for increases up to 25% of initially programmed funding.
Underway	Not eligible for any cost increases
Not started	N/A - Not eligible to apply for funding

*See definitions below

**Subject to funding availability/fiscal constraint

Pros: Allows more applications to be submitted; Allows sponsors confident in their cost estimates to delay finalizing preliminary engineering to avoid expiration of environmental clearances; May reduce some of the IDOT/regulatory review burden

Cons: Places financial risk on sponsors; Requires additional tracking of eligibility for future increases

Option 2: Conditional out year programming

Accept applications for projects that have started, but not substantially completed preliminary engineering, but limit the earliest year for programming subsequent phases according to the degree of preliminary engineering completion:

Degree of completion*	Earliest** design and/or ROW funding year	Earliest** construction funding year
Complete	Year 1	Year 2
Nearly complete	Year 2	Year 3
Substantially complete	Year 3	Year 4
Underway	Year 4	Year 5
Not started	N/A - Not eligible to apply for funding	

*See definitions below

**Subject to funding availability/fiscal constraint

For projects “substantially complete” or “underway”, the status of preliminary engineering will be reassessed during the next scheduled call for projects cycle, and if not elevated to “complete” or “nearly complete”, the programmed funding will be withdrawn, and the project will have to wait another cycle to reapply for funding.

At any point after initially being programmed, once a status of “complete” is obtained, subsequent programmed phases would be eligible to be actively reprogrammed into earlier years according to the region’s APM policies and procedures.

Pros: Allows more applications to be submitted; Provides a checkpoint for progress; May reduce some of the IDOT/regulatory review burden

Cons: Does not address concerns regarding accuracy of cost estimates

Option 3: Restrict phases eligible for funding

Accept applications for projects that have started, but not substantially completed preliminary engineering, but restrict the phases eligible for funding according to the degree of completion:

Degree of completion*	Phases eligible for funding consideration
Complete	Design (phase 2) engineering, ROW, construction, and construction (phase 3) engineering
Nearly complete	Design (phase 2) engineering, ROW, construction, and construction (phase 3) engineering
Substantially complete	ROW, construction, and construction (phase 3) engineering
Underway	Construction, and construction (phase 3) engineering
Not started	N/A - Not eligible to apply for funding

*See definitions below

Pros: Allows more applications to be submitted; Provides incentive (more phase eligibility) for reaching substantial completion; May reduce some of the IDOT/regulatory review burden

Cons: Increases financial burden on sponsors; Does not address concerns regarding accuracy of cost estimates

Option 4: No changes

Continue to restrict application eligibility to projects that have reached substantial completion of preliminary engineering, with no restrictions on programming years, eligible phases, or future cost increase eligibility.

Definitions: Degree of completion

Degree of completion	Status of preliminary engineering
Highway (projects processed through IDOT)	
Complete	Design approval received
Nearly complete	IDOT has confirmed that a final Project Development Report has been submitted for signatures
Substantially complete	A preliminary PDR (or equivalent) has been submitted to IDOT for review, the project has been presented at a State/Federal Coordination meeting, a CE determination has been made, and FHWA concurrence of environmental processing has been given (not required for State Approved Categorical Exclusions), and the IDOT Bureau of Design and Environment (BDE) has completed the Environmental Survey Request (ESR) review (if required) and documentation of the environmental investigations, associated coordination, and any commitments made are included in the draft PDR
Underway	The project has been presented at a State/Federal Coordination meeting, a CE determination has been made, and FHWA concurrence of environmental processing has been given (not required for State Approved Categorical Exclusions), and the IDOT Bureau of Design and Environment (BDE) has completed the Environmental Survey Request (ESR) review (if required). --OR-- A final Planning and Environmental Linkages (PEL) report prepared in accordance with IDOT Bureau of Design and Environment (BDE) Manual section 11-7.04 has been completed documenting the project Purpose and Need, Alternatives to Be Carried Forward, and public involvement and there are no further comments from any Federal or state resource agencies
Transit (projects processed through FTA)	
Complete	Record of Decision (ROD) obtained for completed EIS, FONSI obtained for completed EA, or written documentation from FTA classifying the action as a categorical exclusion with no unusual circumstances.
Nearly complete	Written documentation from FTA classifying the action as a categorical exclusion with no unusual circumstances.
Substantially complete	Draft EIS or Draft EA has been released for public and regulatory agency reviews; or, for CEs with potential unusual circumstances, all appropriate environmental studies are complete.
Underway	For projects requiring an EIS or EA, project scoping is complete (purpose and need, range of alternatives and impacts, and significant issues to be addressed are defined). For CEs with potential unusual circumstances, drafts of all appropriate environmental studies are under public and/or regulatory agency review.



MEMORANDUM

To: STP Project Selection Committee

From: CMAP Staff

Date: August 25, 2022

Subject: STP Shared Fund Methodology – Minimum scores for funding consideration

Purpose: Staff requests committee discussion regarding establishing minimum scoring for funding consideration

Action Requested: Discussion

During the public comment period for the development of the FFY 2022 – 2026 Shared Fund program, the Metropolitan Planning Council (MPC) provided the following comment:

Looking at the range of scores, it was notable that 12 projects received less than 40 points, and 57% of all projects received less than 50. This begs the question as to whether there should be a scoring threshold for projects to be considered for the STP shared fund. This is unlikely to ever be a major issue with the active program, but all qualifying projects not in the active program are automatically included on the contingency program. We recommend limiting the contingency program to projects above a certain point threshold. Projects which score poorly for transportation impact factors should also face additional scrutiny. While the primary motivating factors for establishing the STP shared fund was to ensure the region fully obligates all federal funds, we believe the shared fund can be most impactful by championing projects that are most closely in alignment with the region's policy goals and, in doing so, encouraging sponsors to develop higher-quality projects that will more quickly help us achieve regional goals. Projects with very low scores, therefore, should not be considered.

This memo proposes adjustments to the methodology to mitigate the concerns raised by the comment.

The shared fund scoring methodology was purposely constructed to evaluate the need for and impact of projects relative to one another, and to also elevate projects that support ON TO 2050 planning priorities and those that are closest to being ready for implementation. While there is a maximum number of points (100) that can be awarded to projects, reaching this maximum is practically impossible due to scaling of raw scores either among all applications received (jobs/housing benefit) or all applications received within each project type (current

condition/need and improvement). The table below shows the evaluation criteria, points, and type of points assigned in the FFY 2022 – 2026 program cycle.

Evaluation criteria	Points	Absolute points or relative points
Project Readiness	15	Absolute
Engineering/Land Acquisition	10	Absolute
Financial Commitments	5	Absolute
Transportation Impact	50	Mixed
Current condition/need	20	Both (varies by project type)
Improvement	20	Relative (within project type)
Jobs/Housing benefit	10	Relative (to all projects)
Planning Factors	30	Absolute
Inclusive Growth	15	Absolute
Complete Streets	10 or 5	Absolute
Green Infrastructure	5	Absolute
Freight Movement	5	Absolute
Transit Supportive Density	10	Absolute
Subregional Priority	5	Absolute
Total possible points	100	

In the FFY 2022 – 2026 program development cycle, project total scores ranged from 28.6 points to 70.7 points. The individual component scores of the highest and lowest scoring projects were:

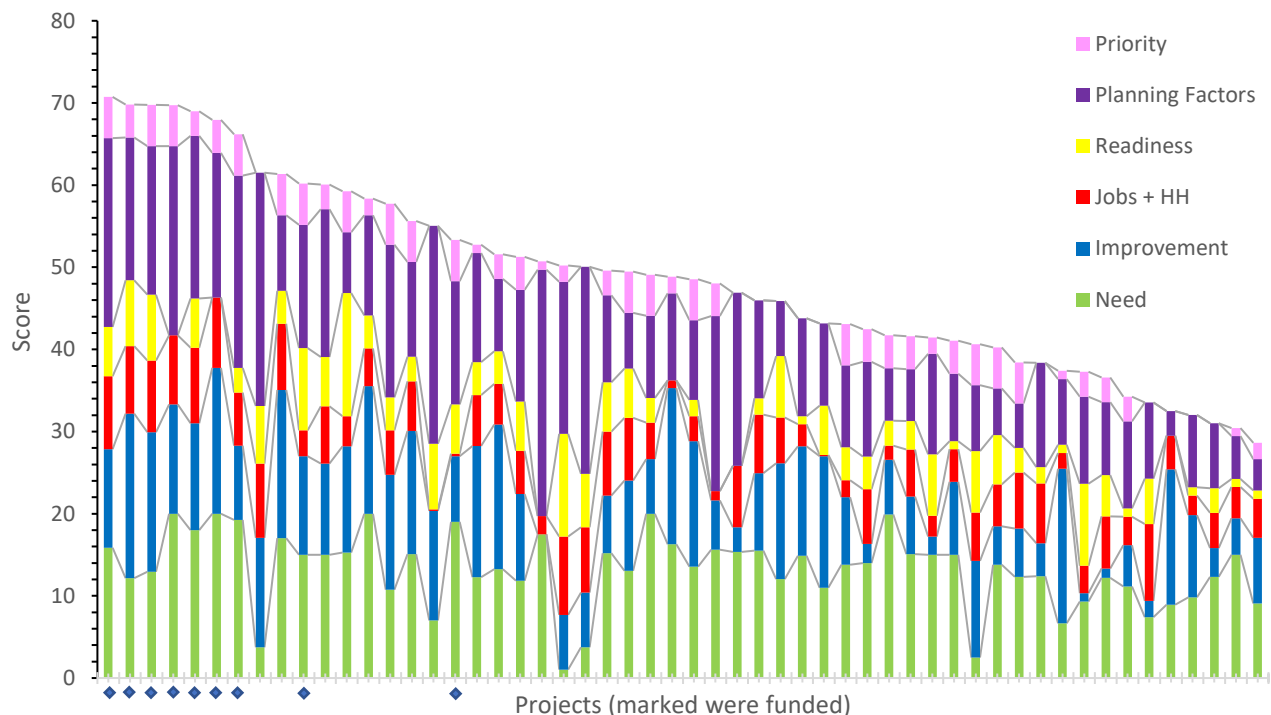
Readiness (max 15)	Need (max: 20)	Improvement (max: 20)	Jobs + HH (max: 10)	Planning Factors (max 30)	Subregional Priority (max 5)	Total
6	15.9	12.0	8.9	23	5	70.7
1	9.1	8.0	4.8	3.8	2	28.6

In the FFY 2020 – 2024 program development cycle, project total scores ranged from 25.2 points to 83.2 points. The individual component scores of the highest and lowest scoring projects were:

Readiness (max 25)	Need (max: 20)	Improvement (max: 20)	Jobs + HH (max: 10)	Planning Factors (max 25)	Subregional Bonus (max 25)	Total
16	18.6	5.7	5.4	13	25	83.2
1	2.5	11.2	3.5	7	0	25.2

Because of the scaling of projects relative to one another, it is difficult to predict what the range of scores will be from one cycle to another, therefore setting a minimum total score to qualify for funding would be inappropriate.

A plot of all scoring illustrates how the individual components influence total project scores. From the plot we can see that there are cases where the non-technical scores (readiness and planning factors) can elevate projects that have lower need and improvement scores.



The question when examining this data is whether projects with low relative need and/or improvement scores should continue to be considered for funding. The range of scores remains unpredictable, so setting a minimum points threshold would again be difficult, however within each project category it may be possible to set a minimum threshold to qualify for funding consideration. Potential thresholds for each project type are discussed below.

Bicycle/Pedestrian Barrier Elimination

This project type is meant to address physical barriers (rail, highway, or water) to bicycle and pedestrian mobility. Need scores are based on connectivity, market for the facility, and the characteristics of the route or barrier. Staff proposes that only projects with no physical barrier be eliminated from funding consideration.

Bridge Reconstruction or Rehabilitation

The need score in this category is the National Bridge Inventory Sufficiency Rating, which is a composite that includes bridge deck, superstructure, and substructure conditions and other factors. The sufficiency rating ranges from 0 (poor) – 100 (very

good). Historically, bridges with sufficiency ratings greater than 80 are not eligible for federal funding, therefore staff proposes that bridges with sufficiency ratings of 80 or higher be eliminated from funding consideration.

Bus Speed Improvements

The need score in this category includes on-time performance and a comparison of bus travel time and auto travel time on the route to be improved. Staff proposes that projects with an on-time percentage of 90% or higher or bus travel times that are the same as auto travel times be eliminated from funding consideration.

Corridor/small area safety improvements

The need score in this category is currently related to the Safety Road Index (SRI) and proposed to also include scoring for high-risk crash types. SRI rankings are “Minimal”, “Low”, “Medium”, “High”, and “Critical”. Staff proposes that any project with a “Minimal” or “Low” ranking be eliminated from funding consideration.

Rail-Highway grade crossing improvements

The existing condition score is based on the crossing’s rank in the 2019 Grade Crossing Prioritization, which is derived from vehicle delay, crash risk, truck volumes, and bus routes impacted by the crossing. This is a relative scoring criterion, not an absolute score, therefore staff does not propose eliminating any projects from funding consideration based on the scoring.

Road Expansions

The need score is based on condition, mobility, reliability, and safety. Each of these components have raw values from 0-100. The raw values are weighted and then scaled relative to all applications in the category. Mobility and reliability have the highest weights. The mobility component is based on the [travel time index](#) (TTI) and [congested hours](#) of traffic per weekday. TTI values are described as “Little”, “Light”, “Moderate”, “Heavy”, “Very Heavy”, or “Extreme” congestion. Staff proposes that any project with “Little” or “Light” congestion be eliminated from funding consideration. Congested hours values range from 0 to 22.21 hours. Based on this range, 1.50 hours or less is viewed as acceptable, therefore staff proposes eliminating projects in this range from funding consideration. Finally, the reliability component is based on the [planning time index](#) (PTI), which includes ratings of “Generally Reliable” and “Moderately”, “Severely”, “Very Severe”, and “Extremely” unreliable. Staff proposes eliminating projects that are rated “Generally Reliable” from funding consideration.

Road Reconstructions

The need score is based on condition, mobility, reliability, and safety. Each of these components have raw values from 0-100. The raw values are weighted and then scaled relative to all applications in the category. Condition has the highest weight, and utilizes CRS or IRI, depending on data availability. CRS ratings are either “Excellent”, “Good”, “Fair”, or “Poor” and IRI ratings are either “Good”, “Fair”, or “Poor”. Typically, reconstruction is only recommended for projects with a “Poor” rating, however given the time between applying for funding and start of construction, locations currently rated “Fair” are likely to deteriorate to “Poor” before construction begins. Therefore,

staff proposes eliminating projects from funding consideration in this category if the pavement condition is “Excellent” (CRS) or “Good” (CRS or IRI).

Transit Station, Yard, and Terminal improvements

Need scores in this category are primarily derived from the TERM condition rating of station, yard, or terminal components. TERM ratings are either “Poor”, “Marginal”, “Adequate”, “Good”, and “Excellent”. For each project the cost-weighted average TERM score of all components is calculated. Staff proposes eliminating projects from funding consideration in this category if this average falls into the “Good” or “Excellent” range.

Truck Route improvements

This category of projects is intended to improve conditions and remove barriers to safe and efficient truck movement. Need scores for these projects are based on six factors: Condition, Safety, Reliability, Mobility, Truck Volume, and Geometric Deficiencies. Staff proposes eliminating projects from funding consideration in this category only if truck volumes are less than 2% and there are no geometric deficiencies identified.

In all project categories, regardless of the need score, staff proposes that any project that has a raw improvement score of zero be eliminated from funding consideration.