



# EAST-WEST GATEWAY

Council of Governments

Creating Solutions Across Jurisdictional Boundaries

## MEMORANDUM

**TO: Transportation Planning Committee**

**FROM: East-West Gateway Staff**

**DATE: September 29, 2016**

**SUBJECT: Wednesday, October 5, 2016 meeting**

The next meeting of the joint Illinois/Missouri Transportation Planning Committee (TPC) is scheduled for **Wednesday, October 5, 2016 at 2:00 p.m. at East-West Gateway Council of Governments offices.** (Reminder parking is available at Stadium-East Garage)

If you have any questions or concerns regarding the enclosed materials or the upcoming meeting please contact EWGCOG. The agenda for the meeting is as follows:

### AGENDA

1. Call to order
2. Feedback on proposed STP-S criteria presented at September 7 meeting
3. 2016 Great Streets Projects
4. STP-S, CMAQ, and TAP schedule for 2017
5. Other Business
  - Next Illinois TPC Meeting Scheduled for Thursday, October 27, 10 AM – at IDOT District 8
  - Next Missouri TPC Meeting Scheduled for Wednesday, November 2, 2 PM

Ken Waller  
County Executive  
Jefferson County

Alan Dunstan  
Chairman, Madison County Board

Steve Stenger  
County Executive  
St. Louis County

Steve Ehlmann  
County Executive  
St. Charles County

John Griesheimer  
Presiding Commissioner  
Franklin County

Mark A. Kern  
Chairman, St. Clair County Board

Terry Liefer  
Chairman, Board of Commissioners  
Monroe County

Francis G. Slay  
Mayor, City of St. Louis

Ron Blum  
Franklin County

Mark Eckert  
President, Southwestern Illinois  
Council of Mayors

Barry Glantz  
St. Louis County Municipal League

John Hamm III  
President, Southwestern Illinois  
Metropolitan & Regional  
Planning Commission

Emeka Jackson-Hicks  
Mayor, City of East St. Louis

Reggie Jones  
St. Louis County

Jack Minner  
Madison County

Roy Mosley  
St. Clair County

Lewis Reed  
President, Board of Aldermen  
City of St. Louis

Tom Smith  
Vice President,  
Southwestern Illinois  
Council of Mayors

John White  
St. Charles County

*Regional Citizens*

Barbara Geisman

C. William Grogan  
Richard Kellett

John A. Laker  
Dave Stoecklin

Roger Driskell  
Illinois Department of  
Transportation

Brian May  
Missouri Office of Administration

Patrick McKenna  
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## **Missouri and Illinois**

### **Joint Transportation Planning Committee Meeting Notes**

**October 2016**

The Missouri and Illinois Joint Transportation Planning Committee (TPC) Meeting was held in the Council offices on Wednesday, October 5, 2016 at 2:00 p.m.

#### Missouri Members in Attendance

Randall Glaser, MoDOT (for Wesley Stephen)

Ted Medler, St. Louis County

Ron Williams, Franklin County

Jason Jonas, Jefferson County

Amanda Brauer, St. Charles County

Grace Kyung, Trailnet

Tracy Beidleman, BSDA/Metro

Jessica Medford-Miller, BSDA/Metro

Steve Ables, St. Louis County Municipal League

#### Illinois Members in Attendance

Lora Rensing, IDOT

Aaron Metzger, Monroe County

Mark Gvillo, Madison County

Jim Fields, St. Clair County

Bill Grogan, St. Clair County Transit District

Mark Steyer, Madison County Transit

Members Absent

Hart Nelson, St. Louis Regional Chamber

Craig Tajkowski, St. Charles County

Mike Henderson, MoDOT

Maurice Falls, St. Louis

Rich Bradley, City of St. Louis

Others in Attendance:

Jon Schaller, IDOT

Dan Sommer, IDOT

Jim Mollet, IDOT

Kevin Jemison, IDOT

Curtis Jones, IDOT

Chris Smith, City of Columbia

Troy Turner, City of Collinsville

Dennis Kress, City of Collinsville

John Kohler, City of St. Louis

EWGCOG Staff:

Peter Koeppel, Sonya Pointer, Christopher Michael, Jason Lange, Larry Grither,  
Melissa Theiss, Rachael Pawlak, Anna Musial, Jerry Blair, Ajdin Hamzagic

## CALL TO ORDER

The meeting was called to order by Jason Jonas, Chair.

## ITEMS

**Feedback on proposed STP-S criteria presented at September 7 meeting** – Jason Lange asked for final feedback on the proposed STP-S criteria that was presented at the last meeting. This criteria was also presented to the Illinois Transportation Planning Committee (TPC) last week and to the Bicycle Pedestrian Advisory Committee (BPAC). This is the last scheduled meeting for stakeholders to provide any additional feedback before applications are submitted and the beta test begins. As discussed at the last meeting, the next STP application round will be scored based on the existing criteria, however there will be additional questions on the application that will be used internally for staff to test the new criteria.

He then addressed some of the major concern received about the criteria. There is concern that bridges will not score as well. The purpose of the beta test is to make sure these score well, as they are still important and a priority. Some have also questioned the need for a Traffic Flow application, but it is an eligible STP expense, so it will be included. Feedback was also received from the BPAC on the active transportation application on how to expand certain definitions and improve scoring. These comments will be incorporated into the criteria. If there are any additional comments or questions, that feedback can be taken now and incorporated into the criteria as well. There will be a meeting again once the scoring is complete to present our findings.

Q: Grace Kyung – Will all six of the finalized scoring criteria be shown before the official beta test?

A: Jason Lange – Yes we can do that.

Q: Lora Rensing – I'm concerned about the discrepancy in points between the primary purpose categories of different application types. For example, the most points a

road/bridge project can get in their primary purpose category is 60 points, while the most points an active transportation project can get in their primary purpose category is 62 points. We want to make sure that on one application it is not easier to max out the score than on others. There has been concern that this could favor or disadvantage certain project types and I guess we won't know for sure how they will rank against each other until after the beta test.

A: Jason Lange – There is a lot more detail that goes into the 62 points on the active transportation application. There are also other categories where road/bridge projects can gain points, such as safety or adding sidewalks.

Q: Randall Glaser – You mentioned concern over bridges not doing well in the road/bridge category and I guess we just have to wait to see how it shakes out within that category as well as against other application types.

A: Jason Lange – Bridges are important and we want to use the beta test to make sure their scores don't drop significantly.

Q: John Kohler – East-West Gateway did some nationwide research to revamp this evaluation criteria, was this criteria modeled on a certain city or is it a hybrid?

A: Jason Lange – We did look at what other cities have done and this criteria is more of a hybrid.

Q: John Kohler – Would you say that most other cities that you looked at had similar evaluation categories?

A: Peter Koeppel – I would say no, but only because this is still evolving with the FAST Act moving towards performance-based planning and many others also have application updates in the works. We are somewhat ahead of the curve.

Q: Mark Steyer – What will you do if the projects score significantly differently under the beta test? Will there be major renovations to the criteria?

A: Jason Lange – It is to be determined. We will have to wait and see what the results are and go from there. We anticipate some minor adjustments or changes.

Q: John Kohler – If you have time, maybe you can beta test last year's applications.

A: Jason Lange – We tried, but the problem is that we didn't ask the same questions on last year's application, so we don't have all the data needed to score them.

Q: Randall Glaser – Just to clarify, it is not the intent to come out with the same balance of projects, and in fact it probably shouldn't come out the same. The point is to get a balance of projects that is satisfactory to the Board.

A: Jason Lange – Yes, we want a projects that will satisfy the priorities of our Board of Directors, but also the priorities of the long-range plan and the FAST Act. Twenty years ago, preservation was a huge issue and we have been focused on preserving infrastructure since then. Now we are refining our application based on the transportation law and the long-range plan. There are some of the same goals, like preservation, and some different goals, like active transportation, traffic flow, and safety.

Q: Lora Rensing – Last time we met it was unclear what was going to happen with bonus points for cost-effectiveness, has that changed at all?

A: Jason Lange – The cost-effectiveness and usage measure will be refined once we have the scoring complete. We will evaluate projects and then finalize that measure.

Q: Lora Rensing – So nothing has changed with those points?

A: Jason Lange – Nothing has changed yet, there will be some measure for cost-effectiveness.

**2016 Great Streets Projects** – Paul Hubbman presented an overview of the latest approach to selecting and developing Great Streets projects. Over the last ten years of Great Streets there has been growing demand for active transportation options and using streets as public places, rather than just a means to move traffic through faster. Many cities don't have well-defined projects or the time or financial commitment for the traditional nine-month planning process. The new alternative approach is a stripped-down model based on an intensive 4-day charrette and planning process. It is also lower-cost since EWG is the "prime" consultant, which only requires additional staff hours. The selection process has gone from a competitive application process to a more data-driven selection process. Further details were then presented on two of the

recently completed Great Streets projects – on Gravois Road in Affton, Missouri and on State Route 159 in Smithton, Illinois.

Q: John Kohler – MODOT is doing some lane modifications on Gravois in the City, so that will be interesting to see before it is extended to the south. Because Gravois cuts at a diagonal across many of the side streets, you should consider blocking off several of those intersecting roads to improve safety.

A: Paul Hubbman – Yes, that has been recommended in our final plans.

Q: Randall Glaser – What is the main difference in dollars and time between the traditional process and the shorter alternative process?

A: Paul Hubbman – Typically, the average cost is around \$500,000 and since funding is restricted to one fiscal year, we try to fit it all in that brisk timeline. Consulting for the other projects averages about \$75,000 but is supplemented by EWG staff hours, which bumps the total up to about \$95,000, and takes an average of about three or four months. Just to be clear, this is not the new way of doing Great Streets. We want to have both options, based on the appropriate fit for the community and what works best.

**STP-S, CMAQ, and TAP schedule for 2017** – Jason Lange presented the schedule of funding program solicitations, evaluations, and selections for the upcoming year. STP and CMAQ applications will be posted no later than December 1. Workshops on eligibility and how to complete the application will be held in early December. Project Review Workshops for sponsors to present and get feedback on projects that already have a defined scope will be held in late January. Final applications are due March 2, and funding recommendations will be brought to the TPC for review at the May 27 meeting. We do not have funding amounts yet, but should by the end of the year. Passage of the FAST Act in December 2015 delayed those amounts being released last year.

Q: Randall Glaser – What year will projects be programmed?

A: Jason Lange – In Missouri, STP will have engineering only in FY19, and construction in FY20-21, and for CMAQ engineering only will be in FY18 and construction in FY19-20. In Illinois, STP will be FY21 and CMAQ will be FY18-19.

Q: John Kohler – Will you have preliminary applications for review?

A: Jason Lange – Yes, probably in January.

Q: Randall Glaser – What about the Transportation Alternatives Program (TAP) schedule?

A: Jason Lange – TAP applications in Missouri and Illinois will go online April 4, followed by workshops. Applications will be due June 19, and then we will evaluate them and present recommendations at the August meeting. Funding should be available for programming in FY18-19.

Q: John Kohler – So funding for TAP is more in line with the CMAQ funding schedule?

A: Jason Lange – TAP funding for construction will be available sooner.

### **Other Business –**

Gateway Bike Plan Workshop – October 27

EPA School Bus Replacement and Retrofit Applications – Due November 1

East-West Gateway Annual Meeting – November 10 at Gateway Center in Collinsville

The next Illinois TPC Meeting Scheduled for Thursday, October 27, 10:00 am at IDOT District 8.

The next Missouri TPC Meeting Scheduled for Wednesday, November 2, 2:00 pm.

**Meeting Adjourned.**