



WILL COUNTY
GOVERNMENTAL LEAGUE

**Surface Transportation Program
Guidebook**

**Implementation Policy, Funding Rules
& Project Selection Methodology**

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WCGL Transportation Committee Membership

Beecher
Bolingbrook
Braidwood
Channahon
Coal City
Crest Hill
Diamond
Elwood
Frankfort
Homer Glen
Joliet
Lockport
Manhattan
Minooka
Mokena
Monee
New Lenox
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Wilmington
County of Will

Introduction and Overview

Federal surface transportation funding operates under multiyear authorizations. The current federal authorization is the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides federal funding, guidelines and requirements for federally funded transportation projects.

Under MAP-21, the Surface Transportation Program (STP) provides funding to the state departments of transportation. In Illinois, a portion of this funding is designated by the Illinois Department of Transportation (IDOT) for the Council of Mayors system. Northeastern Illinois is comprised of eleven regional Councils of Mayors and the City of Chicago. Each local council oversees the planning and programming of these STP funds within their own region.

The primary responsibility of the Will County Council of Mayors is to program federal Surface Transportation Program (STP) funds. The STP provides flexible funding that states and localities can use for projects on any federally eligible roadways, bridge projects on any public road, transit capital projects, or intracity and intercity bus terminals and facilities. A portion of the region's STP funding is designated for the Chicago metropolitan region. Once STP funding reaches the region, it is split between the suburban Council of Mayors system and the City of Chicago. The Will County Council of Mayors is one of eleven suburban subregional councils in the Chicago metropolitan region that receives STP funding. There are six councils in suburban Cook County, and there is one council for each of the five collar counties. Each council is responsible for programming an annual allocation of STP funds. The suburban allocations are based on population within a council area. At the beginning of each federal fiscal year (FFY), the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee approves the STP funding allocations.

Each Council has developed a set of project selection guidelines. These guidelines set the parameters by which the Councils program STP funds to locally submitted projects**. For most STP Projects, the Will County Governmental League funds Phase II engineering, Phase III engineering and construction of highway, transit, and other transportation projects. The Council requires a twenty percent local match for all phases receiving federal funds. The Will County Governmental League will pay the remaining 80 percent match through Surface Transportation Program (STP) funds. Phase I engineering and right-of-way acquisition are the responsibility of the project sponsor.

**See Funding Rules and Exception Page 9

Initiating A Surface Transportation Project

The Will County Governmental League (WCGL) has approved a STP Program Implementation Policy. Consult this policy in order to understand the process and determine if the project under consideration is eligible. Projects can only be submitted for consideration when the WCGL Transportation Committee has issued a Call for Projects. The WCGL Transportation Committee will issue a Call for Projects in February of even ending years. For each Call for Projects, WCGL staff will determine how much funding is available in order to keep the five year STP program sufficiently over programmed, (3-4 years allotment over programmed) so as to account for typical project delays and still spend the Council's mark. The WCGL Transportation will approve the staff assessment for available federal funds when issuing a Call for Projects.

A STP Project Application must be prepared on the approved application form for eligible projects to be considered for STP funding. Copies of the application form are available on the WCGL website, www.wcgl.org. The person that should prepare the application will depend on the complexity of the project and previous work that has occurred on this project.

STP Program Implementation Policy

Project Proposals

Any member of the Will County Governmental League Transportation Committee may propose a project to be funded through the STP program, provided:

- A. The project is on a STP eligible route (or will qualify as an STP eligible route) and has logical termini, as determined by the Will County Governmental League Transportation Committee and concurred by IDOT, in accordance with FHWA requirements;
- B. The project is a STP eligible project type as specified in the current federal transportation program bill, and on the Will County Governmental League Transportation Committee eligible project list;
- C. The project sponsor(s) can fund the required local match and adopts a resolution. Multi-jurisdictional projects must specify which municipality will be responsible for each component of the project. For example, if two municipalities are participating in a project that involves signalization, it must be stated in the application which municipality will be responsible for providing electricity and maintenance to the signal.
- D. The project sponsor completes the proper Project Application.
- E. The project location is a member of the Will County Governmental League Transportation Committee (the geographic area used to determine the funding allocated to the Will County Governmental League).

*Any transit agency that wishes to propose a project must find a Transportation Committee co-sponsor.

Eligible Routes

The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. STP routes must serve more than a local land access function. The Will County Governmental League members may propose to IDOT additions or deletions to the map (along with justification for the addition or deletion). Additions or deletions to the system will be considered by WCGL members via presentation of the addition or deletion from the local agency sponsor responsible for the jurisdiction. The Will County Governmental League will forward its recommendations for additions and deletions to IDOT for a final determination.

Eligible Projects

The improvement of STP system routes will require strict adherence to federal and state standards and policies. For example, a STP project adding capacity may be required to go through a regional clean air conformity analysis by CMAP before the project can be added to the Transportation Improvement Program (TIP). This list is subject to change and may be revised based on subsequent interpretation of the current federal transportation, clean air, or other related Acts and the priorities of the WCGL.

The following categories of projects are eligible for STP funding through the WCGL:

Category One-Rehabilitation

- Intersection Channelization
- Widening and Resurfacing Traffic Lanes
- Traffic Signals, Modifications and/or Modernization
- Traffic Signals, Installation
- Signing and Pavement Markings
- Structures (Waterway, Railroad, Highway, Pedestrian, Bikeway)

Category Two-Capacity and Safety

- New Construction
- Bikeway/Pedway
- Widening
- Traffic Signals
- Signing/Pavement Marking
- Lighting
- Car Pool/Van Pool
- Parking

Category Three-Economic Development

- Capacity Increase
- Traffic Signals
- Bus Facilities
- Rail Appurtenances
- Wetland Mitigation

Category Four-Transportation Control Measures (TCM's)

The projects in this category are recognized as TCM's. They include: ride-sharing, van-pooling, flexible work hours, walking or bicycling, parking fees, traffic flow improvement, improved public transit, high occupancy vehicle (HOV) lanes, regional motor fuel tax increase, and coordination of land use. Specific TCM's may also be eligible for Congestion Mitigation and Air Quality (CMAQ) funds, Enhancement funds, and other funds including STP funds, under the TEA-21 legislation of 1998. * Please note that in recent years, the WCGL Transportation Committee has not been able to fund bicycle and pedestrian projects due to the high demand of roadway project funding; due to this fact, please remember that TCM project funding will be considered on a case-by-case basis.

Category Five-Local Agency Functional Over Lay (LAFO)

The LAFO Policy addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvement can be funded. LAFO projects are eligible for Motor Fuel Tax (MFT) and/or federal funding. The WCGL Transportation Committee has decided that LAFO projects are to receive 5% of the Councils STP funding on annual basis, LAFO projects will be ranked separately from other project types.

Project Selection Process

Project applications must be submitted to WCGL staff by the date approved by the WCGL Transportation Committee. The WCGL will schedule a pavement Condition Rating Survey (CRS) for all new projects and projects with non-current ratings. A rating shall be considered current if it was determined 3 years or less prior to this STP application. A project sponsor may, however, request a CRS for a project with current ratings if there has been a significant change in pavement condition.

The WCGL staff will review each project proposal for completeness. All projects in Categories 1, 2, 3 will be rated using the WCGL Project Selection Methodology. Projects in Category 4 will be considered by the Transportation Committee on a case by case basis. Projects in Category 5 will be ranked using the WCGL LAFO Methodology. WCGL staff will rate each project using the evaluation system (point system) adopted by the Will County Governmental League. The full list of project rankings will be presented to the Transportation Committee for approval. The Council will fund the highest ranked projects until the projected federal funds are exhausted.

Project Programming

Once a project has been accepted into the WCGL Program it can be programmed in CMAP's Transportation improvement Program (TIP). Each phase of the project must be in the active TIP (not MYB) in order to expend federal STP funds.

The following milestones will be used for the programming of projects in the TIP:

- Projects will be given a TIP ID number when a PPI is submitted to WCGL for processing by IDOT; all phases of the project will be put into MYB. A PPI must be processed in order to initiate an agreement with IDOT.
- Sponsors/Consultants must request to WCGL staff that Phase 2 Engineering be moved from MYB to the current Fiscal Year after the project has received design approval from IDOT.
- ConstructionSponsors/Consultants must request to WCGL staff that Construction line items are moved from MYB to the current fiscal year when Pre-Final Plans are submitted to IDOT.

It is important to note that in order for FHWA to authorize the funding for each phase, it must be in the CMAP TIP, the phase must be in the current Fiscal Year in the TIP, it cannot be in MYB.

The project sponsor and/or their consultant must follow the IDOT agreement process for federally funded projects. This process can be found on the transportation page of the WCGL website: http://www.wcgl.org/uploads/5/8/5/4/58548565/d1_pipdf1.pdf

Projects will be programmed using the milestones above on the basis of "first ready-first funded" Programming will not be based on when projects were accepted into the WCGL's STP Program.

Funding Rules

- Phase I Engineering and Land Acquisition will be a 100% local responsibility. Land acquisition must be accomplished in accordance with federal land acquisition requirements.
- Phase II and III Engineering and Construction will be matched at a ratio of 80% federal, 20% local.
- The WCGL Transportation Committee has decided that LAFO projects are to receive 5% of the Councils STP funding on annual basis, LAFO projects will be ranked separately from other project types.

Maximum Federal Funding Cap

- The maximum federal funding available for any single project will be 2/3 of the WCGL's annual allotment of STP funds; with a 20 percent local match.
- Based on the current annual allotment of STP funds; the current maximum federal funding is \$4,500,000; requiring a 20 percent local match of \$1,125,000. Any costs above the \$5,625,000(federal funding+ local match) will be the responsibility of the local agency.
- Any community which receives over \$2,000,000 in federal funding for a single project, will not be eligible to submit an application for another project during the next round of call for projects.

Funding Rules Exception (Roundabouts)

Under MAP-21, Roundabouts are eligible for 100% federal funding (Construction & Right of Way)
For Roundabout projects only, the following funding rules apply:

Phase I Engineering will remain a 100% local responsibility
Right of Way will be funded at 100% federal
Phase II and III Engineering will be matched at a ratio of 80% federal, 20% local
Construction will be funded at 100% federal

The same maximum funding cap as above will apply to Roundabouts.

WCGL Project Evaluation Methodology

(Project Categories 1, 2 & 3)

Project applicants need to provide complete information to allow the reviewer to apply the following rating system to certain projects. For example, the application for a new road should provide data regarding the amount of traffic that would be diverted to that new road if it were open today; if that same new road will reduce accidents at another location, traffic volume and accident data about the other location should also be submitted.

The following methodology will be used to evaluate project applications:

Category	Max Points	Percentage	Possible Scoring
1. Project Readiness	35	23%	35, 20, 10, 5, 0
2. Multiple Jurisdiction Participation	20	13%	20, 15, 10, 5, 0
3. Traffic Volumes (ADT)	20	13%	See Formula
4. Safety (Crashes)	20	13%	20, 15, 10, 5, 0, 3
5. Complete Streets/Multimodal	20	13%	20, 15, 10, 5, 0
6. Pavement Condition Rating	12	8%	12, 8, 4, 0
7. Air Quality	8	5%	8,4,0
8. Small Community Bonus	7	5%	Population >10k
9. Community Need	5	3%	Over 10 years since last funded project
10. Sustained Participation	3	2%	1pt per re-submission, max 3
Total	150	100%	

1. Project Readiness

(35 Possible Points)

Projects will receive project readiness points based on their status relative to completion of Phase I and Phase II Engineering and Land Acquisition.

	<u>POINT VALUE</u>
Phase I Engineering Report Completed; Design Approval Granted	35
Phase I Engineering Report Completed and Submitted to IDOT	20
Phase I Engineering Contract Entered Into by Applicant Member	10
Pre-Phase I Engineering Contract	05

2. Multiple Jurisdiction Participation

(20 Possible Points)

If additional project participants (i.e., adjacent municipality, county, township, IDOT, transit agency, private developer) are identified, the project will receive an additional 5 points.

One or more participants-----Up to 20
(5 points per participant up to 4 participants)

3. Traffic Volumes-ADT

(20 Possible Points)

Point values for this factor will be based on a ratio of the existing ADT to the ADT corresponding to the maximum points possible. The point value for a project with an existing ADT of 10,000 or more will be 20. For existing ADT's of less than 10,000, the point value will be determined by the following calculation:

$$\frac{\text{Existing ADT} \times 20}{10,000}$$

4. Safety

(20 Possible Points)

Three year accident history (**most recent three years**)

Scoring is based on a comparison of the average number of accidents per 1,000,000 vehicle miles for the proposed project with the average number of accidents per 1,000,000 vehicle miles reported by IDOT in District 1 for that same period of time and same type of route. The most recent accident rate per 1,000,000 vehicle miles is 6.62 for two-lane roads and 6.68 for four-lane roads. The most currently available accident data from IDOT will be used.

	<u>Point Value</u>
-125% above IDOT average (8.275)	20
-IDOT average rate of 6.62 or greater	15
-75% of three year average rate (4.965)	10
-50% of three year average rate (3.31)	05
-Below 50% of three year average rate	00
-New Alignment	03

Safety Formula **Accident Rating**

$$\frac{\# \text{ of accidents in 3 years}}{\frac{(\text{ADT} \times \text{length (in miles)} \times 1095)}{1,000,000}}$$

For Example:

$$\frac{119}{\frac{(12,000 \times 1.34 \times 1095)}{1,000,000}} = 6.76$$

6.76/6.62=102% of the average accident rate for a 2-lane road

5. Complete Streets/Multimodal

(20 Possible Points)

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. WCGL Staff will determine scoring based on the application information.

Transit Improvement or Transit Access Improvement (5 points)

Example- bus pullout, transit shelter, transit signal priority, sidewalk to transit stop or station, bicycle access

Pedestrian Improvement (5 points)

Example- sidewalks, crosswalks, crosswalk enhancements, crossing islands, medians, curb extensions

Bicycle Improvement (5 points)

Example- bike trail, on road bike lane, shared lane markings (sharrows)

Regional/Community Trail Connections (5 points)

Example- Connection to, or between, regional or community trail network

6. Conditions of Pavement

(8 Possible Points)

This criteria will be based on IDOT Condition Rating Survey (CRS) methodology. This IDOT system classifies pavement into four categories--excellent, good, fair, and poor.

<u>CRS SCORE</u>	<u>PAVEMENT CATEGORY</u>	<u>POINT VALUE</u>
0 - 4.5	Poor	8
4.6 - 6.0	Fair	4
6.1 - 7.5	Good	1
7.6 - 9.0	Excellent	0
New Alignment		3

7. Air Quality Benefits

(8 Possible Points) Based Traffic Flow Improvement Category:

High (8 Points)

- Traffic signalization projects
 - *including signal interconnects
- New Traffic Signals (where warranted)
- Full intersection channelization
- Add-lanes projects

Medium (4 Points)

- Improving existing signals
- Bottleneck Elimination
- Auxiliary lane additions
- Realignment of offset intersections pairs
 - *single-jog situations
- Provide a missing link
 - *dual-jog situations
- Consolidation of access i.e. reducing # of driveways
- Minor channelization improvements (1 or 2 leg additions)

Low (0 Points)

- Resurfacing
- Widening and resurfacing
- Curb and gutter installation/repair
- Drainage
- Lighting

8. Small Community Bonus Points

(7 Possible Points)

In order to ensure parity between large and small communities within the Council communities with populations of 10,000 or less will receive 7 points added to their final ranking score.

9. Community Need

(5 Possible Points)

The Local Need category aims to prioritize projects in communities that have not had the assistance of STP funding for their transportation system. If a community has gone over 10 years since the last funded STP project, they will receive 5 points added to their final ranking score.

10. Sustained Participant Interest

(3 Possible Points)

When a project is unable to be programmed by the League due to constrained funds and a participant exhibits sustained interest, committed resources, and Project Readiness for such project by re-applying for STP funding for such project, the project shall receive one point per year of re-submission up to three points. MYB List projects are not considered programmed.

11. Exceptions to the Ranking/Programming System

The project selection methodology is a guideline to assist in selecting the Council's Five-year Program. If a community would like a project considered for reasons beyond those listed in the ranking system, a written justification must be provided to the Council on why the project should be approved (**i.e. exceptions to the ranking/programming system**) A 2/3-majority vote of the Transportation Committee is required to approve a project for reasons outside of the ranking system.

Category	Max Points	Percentage	Possible Scoring
1. Project Readiness	35	23%	35, 20, 10, 5, 0
2. Multiple Jurisdiction Participation	20	13%	20, 15, 10, 5, 0
3. Traffic Volumes (ADT)	20	13%	See Formula
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8. Small Community Bonus	7	5%	Population >10k
9. Community Need	5	3%	Over 10 years since last funded project
10. Sustained Participation	3	2%	1pt per re-submission, max 3
Total	150	100%	

LAPP/LAFO Project Evaluation

The Transportation Committee developed a method to rank each submitted LAPP/LAFO project based on the cost per lane mile, average daily traffic (ADT) count and percentage of eligible federal routes. Each submitted LAPP/LAFO project will be evaluated based on the following criteria:

$$\text{Total Cost} / (\text{Length of Project} * \text{Number of Lanes}) = \text{Cost per Lane Mile}$$

A point value will be assessed to each project based on the ADT submitted with the application. The following table will be used to assign a point value based on existing Average Daily Traffic (ADT) volumes. IDOT accepted counts must be provided with each application.

Two Lane Road	Points	Four Lane Road	Points
10,000 ADT +	20	22,500 +	20
9,500 – 9,999	19	22,500 – 22,499	19
9,000 – 9,499	18	20,000 – 22,499	18
8,500 – 8,999	17	17,500 – 19,999	17
8,000 – 8,499	16	15,000 – 17,499	16
7,500 – 7,999	15	12,500 – 14,999	15
7,000 – 7,499	14	10,000 – 12,499	10
6,500 – 6,999	13	0 – 9,999	5
6,000 – 6,499	12		
5,500 – 5,999	11		
5,000 – 5,499	10		
4,500 – 4,999	9		
4,000 – 4,499	8		
3,500 – 3,999	7		
3,000 – 3,499	6		
2,500 – 2,999	5		
2,000 – 2,499	4		
1,500 – 1,999	3		
1,000 – 1,499	2		
0 – 999	1		

The following equation will be used to determine a projects final ranking:

$$(\text{Cost per Lane Mile} / \text{ADT value}) = \text{Final Project Ranking}$$