

APPENDIX E: DSATS STBG PROJECT SELECTION CRITERIA

The DSATS Project Selection Subcommittee (PSS) was created by the DSATS TAC to review and recommend projects to be selected for funding from the DSATS allocation of Surface Transportation Block Grant (STBG) urban funding. The Project Selection Subcommittee has developed a set of criteria which it shall use to score and select projects for STBG funding. Prior to the annual selection of projects, the PSS may review and update the selection criteria. The following sections detail the latest project selection criteria implemented.

Categories and Scoring

Results of scoring in the following 6 categories shall be used as guidance for the Project Selection Subcommittee in prioritizing projects.

1. Road Condition: Condition Rating Survey (CRS)

The CRS rating system is the primary criteria while the Information Management Services (IMS) and Pavement Surface Evaluation and Rating (PASER) scales can be used if current CRS data is not available.

CRS Rating	Points	IMS Rating	Points	PASER Rating	Points
1.0 – 1.9 Poor	6	10 – 39	6	1-2 Failed/Very Poor	6
2.0 – 2.9 Poor	5	40 – 59	5	3-4 Poor/Fair	5
3.0 – 3.9 Poor	4	60 – 69	4	5 Fair	4
4.0 – 4.9 Poor/Fair	3	70 – 79	3	6 Good	3
5.0 – 6.0 Fair	2	80 – 84	2	7 Good	2
6.1 – 7.0 Good	1	85 – 89	1	8 Very Good	1
7.1 – 9.0 Good/Excellent	0	90 – 100	0	9-10 Excellent	0

2. Traffic Volume: Average Daily Traffic (ADT)

The applicant may add comments regarding bicycle, bus, & truck traffic since these categories are not individually addressed in the overall ADT of the roadway segment.

ADT	Points
< 500	0.5
500 – 749	1.0
750 – 999	1.5
1,000 – 1,249	2.0
1,250 – 2,499	2.5
2,500 – 3,749	3.0
3,750 – 4,999	3.5
5,000 – 6,249	4.0
6,250 – 7,499	4.5
7,500 – 8,749	5.0
8,750 – 9,999	5.5
10,000 +	6.0

3. Safety: Subjective Scoring up to 6 points

This category should consider:

- crash frequency;
- crash severity;
- comparison to IDOT Average, and the increase of safety; and
- The project should demonstrate a correlation between the proposed project and an improvement in vehicle and/or pedestrian/bicyclist safety.

Examples of improvements may include:

- reduction of accident rates;
- accident severity;
- crosswalk implementation;
- signalization; and
- speed reduction.

Note: The Safety category is intentionally non-specific. It will be up to the sponsoring agency to decide what level of calculations/comparisons and the format in which they support their project.

4. Alternate Transportation: Subjective Scoring up to 6 points

This category reviews the project for aspects which exceeds the usual benefit to single occupancy vehicles and promotes the use of other alternative transportation modes.

Example include, but are not limited to:

- highway projects providing non-motorized transportation facilities which forms part of an active transportation system; or
- highway project improving the accessibility to/from a transit station, transit shelters, access to bus stops, pedestrian sidewalks, crosswalks, lighting, median refuge, signage, connectivity of multi-use paths and inclusion on the DSATS Active Transportation Plan (ATP), bicycle racks, lights, signs, and waterways.

5. Regional/Community Benefits

Criteria	Points
Provides a critical connection between 2 or more core areas such as NIU or a downtown, or be an arterial highway.	6
Serves a regionally significant employment center such as air, freight, or intermodal terminals.	4
Serves other critical regional public facilities such as hospitals, schools, or parks.	2
Benefits economic development, neighborhoods, or residential areas, or be a part of the local route system.	1

The applicant should provide a brief narrative of why their project fits within a specific criterion. Applicant should use the highest-ranking applicable category.

6. Various Considerations: Subjective Scoring up to 6 points

In September 2018 DSATS adopted the state Performance Management 2 (PM2) and Performance Management 3 (PM3) target goals. PM2 monitors the conditions of pavement and bridges on all National Highway System (NHS) roadways. PM3 monitors overall system performance on NHS roadways, and all transportation projects in non-attainment areas.

As the only local roadway in the DSATS UZA is Peace Road from I-88 to IL-38, these measures do not apply to the majority of the roadway system, which is not a state highway, in the DSATS UZA.

In addition to PM2 and PM3 criteria, this category may include one or more of the following:

- Benefits special needs of underserved/under-represented areas;
- Sponsorship by multiple agencies;
- Listed in the LRTP, a local strategic plan or comprehensive plan;
- Has support based on public outreach or a public participation meeting;
- Sustainability / longevity of improvement; or
- Anticipated economic benefits.

Small Projects and Alternate Transportation Projects

Recognizing the majority of transportation use is on the road system, the majority of the funding is expected to be used for road projects. However, the MPO also recognizes the need to fund small projects and non-road projects. Therefore, 10% of the annual allocation may be reserved for small projects and/or alternate transportation projects.

These projects shall be limited to a maximum accumulation of 3 years of the 10% funding.

Funding example: Total annual allocation for SFY 2019 is approximately \$780,000. 10% for small projects and alternate transportation projects would be \$78,000. A small or alternate transportation project submitted at that time would be limited to 3 x \$78,000 or \$234,000.

For alternate transportation projects, categories such as Road Condition or Traffic Volume may not apply. Instead, the selection process may focus on categories such as Transportation Control or Various Considerations.

Although not required, applicants are strongly encouraged to apply for external or alternate funding sources such as ITEP (Illinois Transportation Alternatives Program) or Safe Routes to School instead of using the limited STP-U funds.

Transit Project Selection

All transit projects seeking federal funding shall be reviewed by the DSATS Transit Operations Committee (TOC). Any new projects being added to the DSATS TIP shall go through a public review period according to the **DSATS Public Participation Plan**. No review is needed by the Project Selection Subcommittee, transit projects may be submitted directly to Policy Committee.

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